Det Bel Isle & Windsor
Ferry Co 26

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VIII. NO. 16. CLEVELAND, O., APRIL 22, 1886. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Local Inspectors De Wolf and McGrath were in Sandusky yesterday on business pertaining to their office.

Captains Thomas Wilson and Robert Greenhalgh have been elected members of the Cleveland board of trade.

The larger mines, such as the Superior, Cleveland, Barnum, Jackson and Cambria, have begun shipping ore to Escanaba.

The propeller Cumberland will touch here to-morrow on the way to Chicago. She will stop at Sandusky for schooner Crosthwaite.

The first boats down will probably get through the St. Clair river ice gorge to-day. A little pressure from above will start the floe.

Schooners Columbian, with 670 tons of coal, and D. L. Watson, light, for Green Bay, for 3,300 bushels of wheat at 3½c, will tow up with the tug Samson.

Steamer Tuttle, which has had extensive repairs during the winter, will get away to-day. She will stop at Vermillion for schooners S. H. Foster and Havana, all for Escanaba for ore.

The propeller Siberia which touched here from Port Huron, had a cargo of grain and was not light as reported in the dailies. She made the run from this port to Buffalo in seventeen hours.

Vessels trading to Lake Superior are likely to experience considerable difficulty in passing through Portage lake, as recent soundings show that the water is fifteen inches lower than last year.

Captain Thomas W. Otter, last season master of the Lucerne, will sail the big schooner David Dows this season. Captain Otter has been successful heretofore and will no doubt give a good account of his ponderous charge.

aptain Thomas Wilson's fine boats are amoug the first to sail from each end of the lakes, as usual, the propellers Kasota and Hiawatha from Buffalo for Chicago and the George Spencer and Wallula from Chicago for Buffalo.

The new fire boat, under construction by Messrs. Murphy and Root at the head of the old river bed, will be all in frame by the end of next week. The best quality of second growth oak is going into her and she will be a strong boat for the purpose designed.

The schooners St. Lawrence, Captain J. Doville, and Delaware, Captain Kerr, have been put in good shape during the winter, the improvements consisting of new ceiling, part new frames and refastening all over. The rating of both schooners has been raised.

The fine passenger steamer Atlantic, of Grummond's Mackinac Line, arrived at her dock, foot of Superior street, at eight o'clock Wednesday morning. The Atlantic and Flora, have always been favorites with the lake travelling public and will doubtless do a good business this season.

Captain Crangle of Toronto, and manager of Merchant's Montreal line, was in the city Saturday making his season arrangements for his line of steamers, the Cuba, California and Armenia, and has decided to run his boats to James D. Farasey's dock, 107 and 109 River street, who will be agent of the above line this season.

The transactions since our last report consist of schooner J. E. Gilmour, one-fourth, John Gerlach to William Gerlich; consideration valuable. Sloop Mystic, whole, J. M. Jones to W. W. Parker; $250. Schooner J. R. Pelton, one-fourth, E. J. Cuyler to F. B. Nesbit; $1,000. Propeller Cleveland, one-half L. L. Slyfield to C. C. Burnett; $5,000.

Ward & Jackson, shipsmiths, are up to their ears in work. Besides the work on the new boats building at this port, they are doing the iron work on the Oscar Townsend, Kelley, Republic, Zach Chandler, Specular and Magnetic and are making the connecting rods and cross heads for the new fire tug. They are also doing the heavy work for several gas wells hereabout.

The steamer J. H. Devereux, Engineer Quincy Miller, is now using Katzenstein metallic packing. He unites with Engineer Seaman in saying it is the best packing made. See advertisement in another column.

At Globe drydock since our last report the schooner Fred A. Morse had buts calked, a leak stopped and was searched up. The schooner Melvin S. Bacon was refastened and had her bottom calked. The steam-yacht Twilight was searched up, painted, and had her wheels fixed.

The firm stand taken by Cleveland vessel owners at a recent meeting regarding long tons seems to have imbued all other associations with courage as they are adopting the same method to defeat the purpose of shippers. Mr. H. J. Webb, a noted marine bull, and a long headed owner and agent, visited Buffalo this week in this interest and to look over the field.

CHICAGO.

Special to the Marine Record.

The grain fleet commenced leaving this port for the Straits last Saturday, and several left. On Monday and Tuesday the bridges were being constantly opened and the river was alive with vessels of all classes, making their way out into the lake to depart for their respective places of destination. Such a large fleet has never before left Chicago. At Richardson's coal dock, during several days, as many as four steam vessels were seen coaling up at one time. All the Tug Companies' tugs did good work and without accident of any moment, which, considering the crowded state of our river, reflects great credit on those who were in command of the tugs. Quite a fleet of lumber vessels arrive daily, and business will soon be rushing.

The schooner T. Y. Avery, owned by Captain M. Gunderson, has received all new deck beams and deck, from the knightheads to amidships, considerable new ceiling, recalking outside, a general overhauling, and a new mainsail. Captain N. Nelson will sail her this season.

The schooner C. Harrison arrived on the 17th with slabs from Whitehall, her first trip. Captain M. Gerrard is in command of her.

The schooner Pilot, Captain R. Jefferson, arrived from Muskegon Monday with slabs, her first round trip.

The schooner George A. Marsh, Captain John Freer, made her first trip to Frankfort, for a cargo of wood, and arrived here on Thursday. She then loaded for Collingwood with corn at 2½ cents.

John B. Siverston, block and pump manufacturer, will remove May 1st, from 230 South Water street to the basement, southwest corner of Lake and Market streets, where he will be glad to meet his old patrons.

The steamship Cuba, Captain R. Young, looked splendidly as she wended her way down the river, after coaling at Richardson's on Monday afternoon. She takes 56,000 bushels of grain to Buffalo, and tows the schooners James Mowatt, Captain D. P. Crane, with 37,000 bushels of flaxseed, and the Donaldson, with a cargo of wheat.

The schooner Mars, Captain Wm. Young, arrived from Ludington with lumber, on Sunday, and as soon as unloaded went to Miller Brothers' shipyards to get a new center board box.

Captain Patrick Edwin Langan, the veteran life saver, will leave this port Thursday afternoon, in command of the schooner G. C. Finney, for Kingston, with 20,000 bushels of wheat at 6¾ cents.

The steambarge Daisy Day, Captain A. E. Burgess, arrived Monday with lumber from Silver Lake, her first trip this season.

The steambarge M. F. Butters, light, arrived here Monday from Michigan City, to which port she had taken a load of salt from Manistee. She will probably load grain for the lower lakes.

Captain Robert Seaton made his first round trip this season with the schooner Lotus to Muskegon and back in five days.

The Peshtigo Company's lumber fleet is all in first class order, ready to start for Peshtigo, as soon as Green Bay is free from ice. Captain Wm. Nicholson who commands the propeller Boscobel, will have charge of the fleet as usual.

The Graham & Morton Company's passenger and freight propeller Lora arrived here on her first trip Tuesday morning from Benton Harbor and St. Joseph, with merchandise. She has had her engine converted into a low pressure, and has now only one smoke stack, which, in addition to improving her appearance, gives her four extra double rooms, two on each side of the stack. She has received new carpets throughout, and has been painted and embellished in excellent style. She will make two weekly trips between this port and St. Joseph and Benton Harbor, leaving here at 11:30 p. m. Captain Edward Stines is in command, Judson Baldwin first engineer, Wm. Brown second engineer, Neil Simons first mate, Henry Benning second mate, Charles Tibbetts steward, Frank D. Conger clerk.

At Miller Brothers' drydocks the schooners Ralph Campbell and Conquest were in to have leaks stopped; the steambarge R. C. Brittain for new stringers, rail, and refastening; the tug Flossie Thielcke for new rail and repairs to her machinery; the schooner American Union for recalking all over and general repairs; the schooner Mars for a new center board box; the tug McCormick for some repairs to her bottom and painting; the tug Robert Tarrant for new rail and stanchions and having her iron taken off; the barge May Richards to have a leak stopped.

At the Chicago Drydock Company's the steambarge C. Hickox is in for a new shoe some calking, and a general overhauling; the schooner Hershel to have her bottom calked; the schooner Delos DeWolf was at the derrick getting three new masts. She has been converted into a three and after.

Captain Thomas Clark, of the schooner Mowry is at Marine City negotiating with Captain Thomas Pringle for the purchase of the steambarge S. H. Johnson for the owners of the Mowry. The consideration will be about $5,000. Upon the completion of the purchase Captain Clark will bring a load of lumber te Chicago.

The opposition shown by lower lake vessel owners to accepting coal freights on the gross ton plan harmonizes with the ideas of Chicago marine men. It is a matter of comment that the vessel owners of Chicago have taken no action on the question or shown the slightest intention of doing so. Several daye ago W. M. Eagan, president of the Chicago Vessel Owners' Association, received a form of agreement from the secretary of the Lake Carriers' Association, together with a request that he secure the signatures of all vessel owners at this port, who are directly interested in the coal carrying trade. The agreement was that cargoes of coal would not be accepted at gross tons at Lake Erie ports. Mr. Egan was not successful in obtaining signatures. Several prominent vessel owners, to whom he spoke, declined signing the agreement, but said they would act in harmony with the vessel owners of Buffalo, Cleveland, and Detroit. The only signature obtained was that of William Eagan.

John Godman has sold the schooner Bertie Calkins to P. Hanson for $8,000.

Nothing was done in grain freights yesterday. There was no demand for tonnage to arrive, and there was no tonnage ready to load.

Lumber freights were quiet. Cargoes were rather scarce, but agents had no trouble in placing all the vessels which are in commission. As soon as the saw mills all resume cutting there will be something of a boom in the business. WILLIAMS.

EAST SAGINAW.

Special to Marine Record.

The past week in the Saginaw Valley has been spring like in every sense of the word, the weather being fine, the temperature often reaching 70 in the shade, all of which has had a decided effect on mariners.

The P. line schooner Commodore, notwithstanding the circular that has been going the rounds about not starting to load before the 1st of May, is now nearly loaded with planed lumber for Buffalo, at Cross, Randell & Gordon's dock. A number of others are to begin loading this week, but it is possible they will not get out of the river before May 1st.

A large amount of lightering is being done by G. C. McLean for the various planing mills and lumber yards.

The tugs Laura Gibbs and Tom Dowling were both in Bartlett & Company's slings during the week, the former for a new rudder and the latter for a general calking.

The steamer C. B. Hull has been taken off the ferry line between here and Saginaw City and sent to Bay City.

The fire tug office, at the foot of Genesee avenue, has received a coat of paint and is lettered up in fine style.

Captain John N. Stewart has gone to Marine City, where he will fit out the barge Mary Birckhead, which he is to command.

Cram's steam pile drive hammer has been at work most of the week, driving protection piles at the Johnson street bridge. The hammer is the invention of Mr. Cram, of the dredging firm of this city, and is one of the most effective machines of the kind in use.

The many friends of Hosea Pratt, the lumber inspector, will be pleased to learn of his having gone into business for himself, having severed his connection with L. P. Mason.

The steamer Lucille arrived at the east end of the river Sunday night, and went at once to Metts & Merrill's dock, where she is to receive a running wheel. She will be put on the river route Wednesday morning, just ahead of the steamer L. G. Mason. It is also understood that the owners of the Lucille have made arrangements with the owners of another craft to ply on the route in connection with them.

The M line barges are all fitting out and present a fine appearance in their coats of green with white trimmings.

The tug Thomas Maytham, of the M line, will be commanded the coming season by Captain James Bell, who sailed the tug Standard last season.

Mr. Asa Cole, the U. S. inspector of steamboats, was in town during the week, looking over the steam craft.

Chicago parties are figuring with F. W. Carlysle, administrator of the Root estate, for the purchase of the steamers W. R. Burt and L. G. Mason, which they will probably secure.

Captains Charles Sonsmith and George Johnson have gone to Port Huron, where Captain Mike Madden is fitting out the propeller C. H. Green and schooners Rosa Sonsmith and Mattie C. Bell, prior to going to Chicago, for which port they are loaded with coal.

The steamer Oconto is still lying in apparently good condition, about twelve miles southeast of Little Chartes island. The work of raising her can be commenced any time. SHAW.

PORT COLBORNE.

The canal was opened Monday morning. Passed down—Steambarge Jim Sheriffs Toledo to Ogdensburg, corn; schooner Magee, Detroit to Oswego. The captain says he came through about twenty miles of ice at Long Point, and that there is ice all down the south shore from the Point.

MARITIME LAW.

SUPPLIES—PAYMENT—MISREPRESENTATION—EQUITABLE ESTOPPEL—PART OWNER'S NOTE—DISCHARGE OF OTHER PART OWNERS—PERSONAL LIABILITY OF NOMINAL OWNER FOR SUPPLIES. BORLAND VS. ZITTLOSEN ET AL.

U. S. District Court, Southern District of New York.

1. Supplies were furnished to a vessel by one B. who took in payment the 4 month's note of Z., the ship's husband. Z subsequently failed and the note was never paid. On suit brought by B. against the owners an equitable estoppel was set up in defence, on the ground that when the master had funds of the ship in his hands, he had inquired whether B.'s claim was settled and B. had said that it had been paid or a settlement made with Z., the ship's husband, whereupon the master paid over the funds to Z. On the trial, this alleged misrepresentation of B. was not clearly proved, nor was it shown that B.'s reply was intended to effect the payment of his bill by the captain, and further it was not proved that the defendants had been prejudiced by such statement of B. Held, therefore, that the estoppel had not been made out and that libelant should recover.

2. It appearing that when B. took the note of Z., that was the best he could do under the circumstances to obtain payment of his bill, held, that such taking of Z.'s note by B. did not discharge the other part owners.

3. "The law is well settled in this country, that a mere registered owner, holding nominal title only for the benefit of another, and taking no part or interest in the vessel's business, is not personally liable for supplies furnished. In such cases, though the vessel may be bound *in rem*, the master or ship's agent has no authority to bind the merely nominal owner personally."

Brown, J.

This libel was filed to recover a bill of $1441.77 for supplies furnished to the ship Zephyr by the libelant in January, 1883. The proof shows that the registered owners were the defendants Zittlosen, Springler & Booth; but that Booth was a mere nominal owner, holding his interest for the benefit of the defendant Kruger, a prior registered owner, in whose interest the voyage continued to be made as before; that Zittlosen was ship's husband and general agent of the vessel in New York, and that Booth took no part and had no beneficial interest in her navigation. The amount of the supplies was admitted.

The law is well settled in this country that a mere registered owner, holding nominal title only for the benefit of another, and taking no part or interest in the vessel's business, is not personally liable for supplies furnished. In such cases though the vessel may be bound *in rem*, the master or ship's agent has no authority to bind the merely nominal owner personally. (Macey vs. Wheeler, 30 N. Y. 231, 241; Stedman vs. Fielder, 20 N. Y. 437; Scully vs. Reymond 18 Fed. Rep. 547, 549; 550, and cases there cited.)

If in any such case an equitable estoppel might arise against registered owner through the effect of the registry and the representations of the captain or agent, the estoppel could not arise where the material man was put upon his guard, or had reason to suppose that the registered owner was a merely nominal owner for the benefit of another. In this case, I think the evidence is sufficient to show that the material man did know that Booth had no actual interest in the vessel. In Brodie vs. Howard, (17 C. B. 109, 121,) and Frazer vs. Cuthbertson, (6 Q. B. Div. 93,) knowledge that a part owner dissented was held immaterial. It was held a sufficient defence that the other owners and master had no authority to bind him. Upon either ground the defendant Booth must be held not liable in this case.

In September, 1883, the libelant took the note of Zittlosen, the ship's husband, at four months, for the amount of the bill. Before it matured Zittlosen became insolvent and the note was protested and has never been paid. The libelant died, and the case was continued by his administratrix. It is contended that the other defendants are discharged on the ground of equitable estoppel, because the master, before remitting to Zittlosen, the ship's husband, several sums of money in August, 1883, amounting altogether to about $7500, caused inquiries to be made of Borland, through Kruger, whether his bill for supplies had been paid, and that Borland, in answer to these inquiries, stated that it had been paid or settled, by Zittlosen, and that in consequence of this statement the remittances were sent by the master to Zittlosen, and that but for such assurances the master would have paid the libelant's bill through some other channel, as some question already existed as to Zittlosen's credit.

If a material man voluntarily takes a note or bill from the ship's husband, or one of the part owners, knowing that he might have the money from the other owners jointly liable, and the latter is afterwards altered for the worse through their dealings with the agents, no doubt the owners are discharged. (Macl. Ship. 3 Ed. p. 113 186; Strong vs. Hart, 6 B. & C. 160.) But in this case the evidence does not suggest any intimation to Borland that he might have procured the money from any other person than Zittlosen. He was the only authorized channel of payment. So far as appears, Borland, in taking Zittlosen's note, did the best he could to obtain payment. The master was away; Booth, I think, was known not to be really interested in the matter, and Kruger was known not to be the person from whom payment was expected, nor in any condition to pay. Taking the note of Zittlosen was, therefore, not in itself any discharge of the other defendants. (In Salem's Cargo 1 Spg. 392; Bottowley vs. Nuttell, 5 Conn. B., N. S., 122; Muldon vs. Whitlock, 1 Cow. 290; Davidson vs Donaldson, 9 Q. B. Div. 623.)

The estoppel relied on is based upon the alleged statements or admissions of Borland, which three witnesses testified were made by him to Kruger in July, 1883 to the effect that he had been paid, or had been settled with, by Zittlosen. If the proofs satisfied me that statements of this kind had been deliberately made by Borland, and made either with the design to influence the remittance of funds to Zittlosen; or under circumstances which Borland might reasonably have supposed would influence the conduct of the other owners, and that the other owners, relying upon this statement, had afterwards remitted funds to Zittlosen to their prejudice, no doubt a legal estoppel would be made out against any subsequent claim upon the other owners; for the remittance and the consequent injury would in that case have been chargeable to the wrongful misrepresentation of the creditor. (Thompson vs Davenport, 9 B. & C. 78; Robbins vs. Read, do. 449; Irvine vs. Watson, 5 Q. B. Div. 414; Davison vs. Donaldson, 9 Q. B. Div. 623; Heald vs. Kenworthy, 10 Exch. 739, 746; Berwind vs. Schultz, 25 Fed. Rep. 912,920; the Irthington, *supra*.)

Conceding that something of the purport alleged was communicated by Kruger to the captain, although that fact was not strictly or properly proved, and that about $7500 was afterwards remitted by the captain to Zittlosen, in order to constitute an equitable estoppel or an estoppel in pais, the proofs must show: (1) reasonable certainty as to the misrepresentation alleged; (2) an intent that the statements should be acted on, or knowledge that the representation was one likely to be acted upon, or that it was of a nature and under circumstances calculated to mislead the other party to his prejudice; (3) and that the other party was thereby induced to act upon it to his prejudice. (Bigelow on Estoppel, 3 Ed. 484, 490, 541 549.) I am not satisfied that the facts and circumstances proved are sufficient to constitute such an estoppel in this case, for the following reasons:

1. Certainty as to the facts is the first essential requisite of such an estoppel. Bigelow on Estoppel, 490; Belle of the Sea, 20 Wall, 421, 430.) Testimony as to naked admissions given by witnesses who, though not parties to the record, are in close sympathy and interest with the party calling them, is one of the most untrustworthy kinds of evidence (Greenl. on Evid. § 200.) In Boxford vs. Burr, (10 Ves. 518,) Sir William Grant says: "This is in all cases most unsatisfactory evidence on account of the facility with which it may be fabricated and the impossibility of contradicting it; besides the slightest mistake or failure of recollection may totally alter the effect of the declaration." This was approved by the Chancellor in Boxford vs. Burr, (2 Johns. Ch. 412) and by Story, J. in Smith vs. Burnham, (3 Sum. 438.) Under the present practice, which allows parties to be witnesses, where such testimony is given after the death of the person alleged to have made the statements, so that only one side can be heard, it is liable to peculiar suspicion. Usually the witnesses cannot give the precise language, nor the whole of it; a little difference of expression, or a slight qualification omitted, forgotten, or suppressed, might neutralize all its legal effect. In the cases above referred to the absence of corroborative circumstances, with some countervailing proofs, were held sufficient ground for disregarding it, leading to the conclusion, as Story J. observes, that "there may have been some mistake or misapprehensions, to say the least, on the part of the witnesses as to the purport and effect of the conversation to which they testified." Where there, are no corroborative circumstances, and the proofs show beyond controversy the incorrectness of the statements alleged, and that there was no motive to mistake the fact it is more rational to suppose misunderstanding or mistake or inaccuracy in the testimony, than to suppose statements made which the circumstances show to be in the highest degree improbable, if not incredible.

Such is precisely the situation of the libelant's claim here. At the time the alleged statements are alleged to have been made by Borland, that is in July, 1883, it is perfectly certain that not a dollar had been paid upon his claim, and that no settlement had been made in reference to it; although it is probable from other testimony that some efforts had been made to obtain it. The note was not taken until in September. No motive is suggested that Borland could have had to state untruly that his claim was either paid or settled. Had it been intimated to him that the captain would send him the money for his bill, there is no possible doubt that he would have accepted the proposition at once. No such intimation was given him.

2. Whatever the conversation may have been, it is not stated that there was any suggestion to Borland that the inquiry was made in the master's behalf, or intended to be communicated to the master, or made with reference to securing the payment of the libelant's bill; or that any remittances of money to Zittlosen were intended. Kruger, to whom the statements are said to have been made, was at the time largely indebted to the ship, and no payment or settlement was expected by Borland through him. So far as related, the conversation even as testified to, would seem merely casual. Estoppels of this character are based upon the obligation of good faith. This obligation is mutual, and requires that no estoppel be drawn from conversations merely, unless the person answering inquiries knows, or has reason from the circumstances to know, that the action of others is likely to be influenced by his answers. (Pierce vs. Andrews, 6 Cush. 4; Bigelow on Estoppel, 529, 541, 484.) There was nothing to indicate anything of this kind to Borland. Whatever the conversations referred to may have been, I am not satisfied that the testimony as to Borland's remarks fairly represents all that occurred; the remarks may have been misunderstood, or imperfectly reported, or not seriously meant: he could not have supposed or suspected that they would influence any one's conduct; they may have been mere facetiae or persiflage, or made after the note had been taken in September,—too late to operate as an estoppel.

3. To constitute an estoppel it must further appear that the defendants have been legally prejudiced; that is, so substantially injured that it would be unjust to allow the libelant's demand. The evidence fails to show this. The proof shows that both the other owners were indebted to the ship, and to Zittlosen, as the ship's husband, far beyond all the moneys remitted by the captain, after the alleged statements by Borland. If the captain had paid Borland's bill, so much less would have been remitted to Zittlosen, and the liability of the master and of Kruger to him have been so much more. It is not claimed and there is no reason to suppose that the master would not have sent to Zittlosen the remaining $6,000. As a creditor of the ship he was entitled to that money. It is a matter of indifference to these defendants whether their indebtedness was to Zittlosen alone, or to Borland and Zittlosen. They have lost nothing by paying the whole $7500 to Zittlosen, instead of paying some $1500 of it to Borland. Tha fact that so large an amount of money in excess of Borland's bill was sent to Zittlosen, renders it improbable that the conduct of the defendants in sending the money to Zittlosen was at all induced by Borland's statements; or that the master's inquiry by letter to Kruger was anything more than a mere voluntary friendly act for Borland's security.

Even this view is somewhat doubtful, from the fact that the alleged intention to pay Borland directly, rather than through Zittlosen, if he was not already paid, was in no way communicated to Borland at the time, as it naturally would have been if really intended; and that alleged intent even now rests solely upon these long subsequent statements of mere secret uncommunicated intentions at that time. Upon my strong doubts of the correctness of the testimony as to the statements alleged to have been made by Borland, the absence of any corroborative circumstances and of any offer to pay him at the time; and upon the evidence showing that there has been no substantial legal prejudice as respects the liabilities of the defendants, on the whole, I must hold the estoppel not made out. (Machl. Ship. 114, 186; The Active. Olc. 286; Robinson vs. Reed 9 B & C. 449; Muldon vs. Whitlock, 1 Cow. 290; Berwind vs. Schultz, 25 Fed. Rep. 912, 920; Keay vs. Fenwick, 1 Com. B. 745, 754.)

The libellant is entitled to a decree against all the defendants with costs, except a against Booth, against whom the libel is dismissed with costs.

March 30, 1886.

MUTUAL ASSURANCE.

As an outgrowth of the recent failure to organize a hull pool in this city, it is now said that efforts are being made among vessel owners to formulate a practical plan by which they can assume their own risks, and whereby they hope to avoid several items of expense which it is contended make hull insurance rates exorbitantly high. It is asserted that such items of expense are borne by owners to the virtual enrichment of parties engaged in wrecking, and the charge is made that many of the insurance companies have profited at the expense of vessel owners, who might save at least 40 per cent of all wreckage charges by assuming control of the wreck themselves. The movement has not as yet assumed definite shape, but a great deal of quiet agitation is being done with a view of instituting such measures as will give hull insurance at much lower rates than are charged by the Buffalo underwriters, who practically control the business at present.

The idea is to secure the indorsement of a large majority of owners, and having succeeded in this, to enlist the assistance of some good, reliable insurance company, in whose office the clerical work of the association can be done, and by whom a portion of the hull risks can be carried. Chicago owners are believed to be in active sympathy with the proposed venture, and if the movement is sufficiently indorsed at this port, an active and immediate effort will be made to secure the assistance of owners all over the lakes. The heavy and unnecessary salvage expenses attending the adjustment of marine disasters has financially wrecked more than one vessel owner, while those whose fortunes are locked up in single vessels have been compelled to see their property eaten up by a system of exorbitant wrecking bills, which have driven them from the business, and in a great measure put a stop to shipbuilding on the lakes.

A prominent vessel man said: "I am sorry the Boston Marine Insurance Company was not alive to the situation when the Buffalo managers were here. An opportunity was presented to the Boston Company at that time which, had it been taken advantage of, would have forced the Buffalo gentlemen to assume a less arbitrary position. If the Boston Company, finding itself practically read out of the hull pool association, had declared war at once by making a proposition to vessel owners, pledging its resources to assist in taking risks and guaranteeing such rates as would have been equitable and fair, I believe a successful vessel owners' mutual assurance company could have been organized. It is now too late for this season, but you may rest assured that some such institution will be the result of the present complications. Vessel owners generally are not particularly well pleased with the way in which the hull pool has been conducted in years past. There is money enough behind the owners, and it requires but a slight exertion on the part of earnest men to once and for all prevent a continuation of the present obnoxious practices. Another year will see such an association in working shape, and it will then be possible to secure risks without feeling that in case of disaster a man's property is to be sacrificed in paying all sorts of exorbitant charges, to the ruin of himself individually and to the virtual extinction of the lake marine."—*Chicago Times.*

DEATH OF AN OLD LAKE STEWARD.

Thomas R. Ryan died on Thursday morning, the 8th inst., at his home, No. 32 Fourth street. He leaves a widow and three grown up children, Frank T. and Hugh R. Ryan, of Detroit, and Mrs. John Prindiville, jr., of Chicago. The funeral took place at 9:30 a. m. Monday from the church of St. Peter and St. Paul in Detroit.

Mr. Ryan was born in Ireland in the year 1824 and was consequently 62 years of age. When 12 years of age he came to America with his parents, two brothers and three sisters, and lived in Brooklyn, until 1840. In that year the family moved to Detroit by way of the Erie canal to Buffalo and up Lake Erie. He then went to Lapeer, going most of the way on foot, but returned to Detroit the next year. He commenced sailing in 1842 on the steamer General Scott. Next season he fitted out the steamer St. Louis, the finest steamer of her day. The St. Louis was commanded by Captain Floyd. He was afterward employed on the steamer Nile, owned by Oliver Newberry and commanded by Captain Arch Allen. The wreck of the steamer formed an obstruction at the foot of Belle Isle for a number of years, and was finally blown up with dynamite. In 1847 he was on the steamer Chesapeake, which, on June 9 of that year, collided with the schooner Porter. Both sunk, causing a loss of about sixty lives. At this accident Mr. Ryan floated on a state room door for six hours before being picked up by a boat. In 1855 he quit steamboating and lost some money in a newspaper venture at Lapeer, in company with his brother. For several years he sailed on different lake steamers, and was on the Northwest when that steamer was purchased by the Detroit & Cleveland Steam Navigation Company to replace the Morning Star, lost by collision on Lake Erie. He fitted out the steamer City of Detroit in 1878, and in 1880 fitted out the City of Cleveland, now City of Alpena. In 1881 he fitted out the steamer City of Milwaukee, and remained steward of her until the close of the season 1883, when he retired from active duty and passed the remainder of his life in Detroit. Mr. Ryan possessed in a

high degree the qualities that go to make a successful steward. He was careful of the interests of the owners, and at the same time saw that his passengers wanted for nothing. His death removes the oldest and one of the most widely known lake steamboat men.

The secretary of war has transmitted to the house river and harbor committee the report of the chief of engineers, recommending improvements to be made in the St. Mary's Falls canal. There has been much delay in this report owing to the number of diagrams which had to be printed. They show the tonnage passing through the canal, number of passengers, amount of ore, wheat, coal, flour, copper and lumber. The report will be taken up immediately, as the secretary of war alludes to the fact that the increase of tonnage passing through the canal continued to be such as to indicate the urgent necessity of providing for a commerce greater than the present lockage of the canal can accommodate. General Poe and General Newton point out the reasons for making the improvement.

PROCTORS IN ADMIRALTY.

GEORGE E. HALLADAY.
Attorney and Proctor in Admiralty.
Marine Business Promptly Attended To.
OFFICE 21 BUHL BLOCK, DETROIT, MICHIGAN.

ROBERT RAE,
Admiralty and Insurance Law Office,
Room 37 Merchants' building, CHICAGO, ILL.

WM. H. DeWITT,
Attorney and Proctor in Admiralty.
ROOM No. 1, 219 SUPERIOR ST.,
CLEVELAND, OHIO.

VESSEL OWNERS AND AGENTS.

THOS. WILSON
MANAGING OWNER
Wilson's Transit Line.
Gen. Forwarder. Freight and Vessel Agent.
CLEVELAND, O.

J. J. H. BROWN. EDWARD SMITH.
BROWN & CO.,
Ship Brokers and Agents.
Special Attention given to Surveying, Appraising and Settling Marine Losses.
Exchange Building, 202 Main-st., Buffalo, N. Y.

L. S. SULLIVAN,
Vessel Agent and Commercial Broker--Spec Attention Given to Coarse Freight.
VESSELS FOUND FOR CARGOES AND CARGOES FOR VESSELS
Office, 74 Water-st., Toledo, O.
Telephone, No. 129.

PALMER & BENHAM,
Vessel Owners & Agents,
New Bank Building, corner of Superior and Bank Street, Cleveland, Ohio.

MOORE, BARTOW AND GILCHRIST,
Ship Brokers and Agents,
No. 101 St. Clair Street, Room 15.
CLEVELAND, - OHIO.

H. J. WEBB & CO.,
Ship Brokers, Vessel Owners and Agents.
[ESTABLISHED IN 1856.]
H. J. WEBB & Co., will charter Vessels for Lake Trade Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.
ARCADE BUILDING, 101 ST. CLAIR ST.,
Cleveland, Ohio.
TELEPHONE {Office, No. 338. Residence, No. 1328.

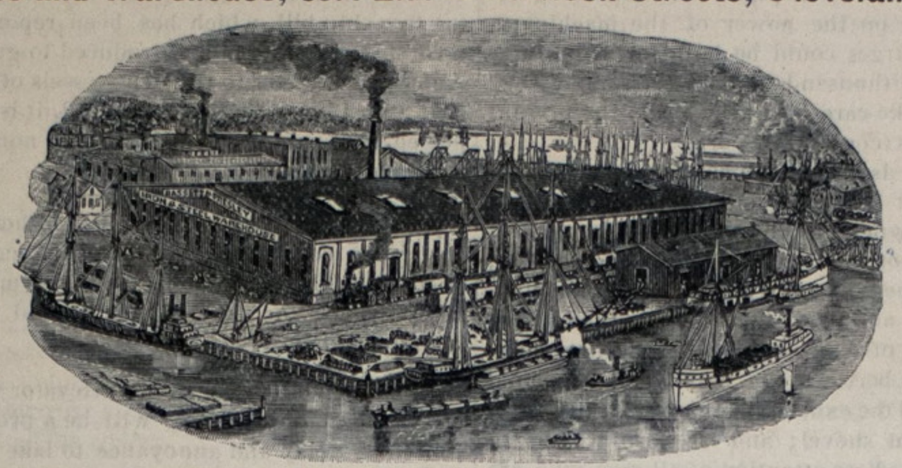
ALEX McDOUGALL,
VESSEL AGENT AND BROKER,
Duluth.
Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

JAMES T. ROSE,
Vessel Agent and Broker,
BOX 1616, DULUTH, MINN.
I have an excellent gang of Trimmers this season, Captain Miller's old Crew.
Special Attention Paid to Chartering Vessels, and seeing that they get dispatch in Port.

WARNER & BECKER,
Vessel Agents and Brokers,
ROOM 10,
Arcade B'ld., 101 St. Clair St.,
CLEVELAND, OHIO.

ABIG OFFER. To introduce them we will GIVE AWAY 1,000 Self Operating Washing-Machines. If you want one send us your name, P. O and express office at once. The National Co. 2 Dey St., N. Y.

IRA B. BASSETT. GEORGE PRESLEY, Jr.
BASSETT & PRESLEY,
[Successors to W. H. McCurdy & Co.]
Office and Warehouse, cor. Elm & Hemlock Streets, Cleveland, O.



WHOLESALE DEALERS IN
BAR, BOILER, HOOP, ANGLE AND SHEET IRON.
Nails, Railroad and Boat Spikes, Boiler, Tank and Cooper Rivets, Swedes Iron, Boiler Tubes, Nail Rods, Etc., Etc., Etc.
We Represent in this Market the Following Well-known Manufacturers:

Andrews Bros. & Co.....Youngstown, O.
BAR IRON AND POLISHED SHAFTING.
Reading Iron Works.....Philadelphia, Pa.
BOILER TUBES.
Central Iron Works.....Harrisburg, Pa.
BOILER PLATES.
Lindsay & McCutcheon,.....Pittsburg, Pa,
HOOP, BAND & STAR HORSESHOE IRON.
George W. Johnson,.....Newcastle, Pa.
TANK SHEET IRON.
Dilworth, Porter & Co., Limited..Pittsburg, Pa.
RAILROAD AND BOAT SPIKE.
Hoopes & Townsend,.....Philadelphia, Pa.
BOILER AND TANK RIVETS.
Sanderson Bros. Steel Co,.....Syracuse, N. Y.
CAST STEEL.
Joseph Corns & Sons ....Massillon, O.
CROWN STAY BOLT IRON.
Pencoyd Iron Works,.....Philadelphia, Pa.
ANGLE IRON.

A Complete Stock of all above Goods in Our Warehouse.

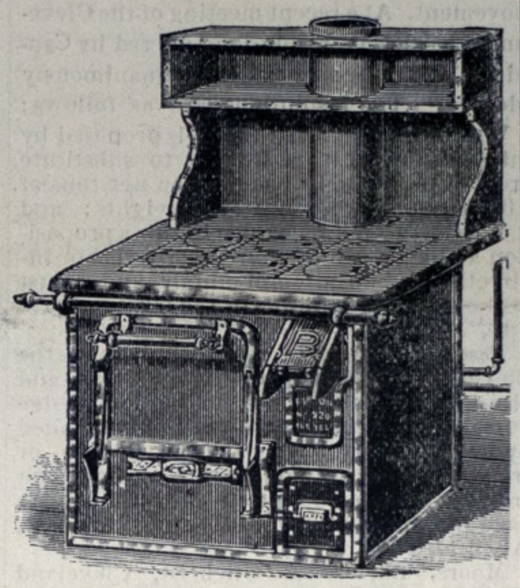
Born's Steel Plate Ranges
For Steamboats, Hotels and Restaurants,

Messrs. F. & H. Born. Cleveland, O., Jan. 26, 1886.
Gentlemen,—In reply to your inquiry of 25th inst., relative to the satisfaction your "Steel Plate Range" has given, I would, say that we have had one in use about eight months, and find it perfect in all respects. My wife is well pleased with it. Have had no trouble to keep fire all night with hard coal. Very truly yours,
DAN. H. KEYS, of Lloyd & Keys.

Messrs. F. & H. Born. Cleveland, O., Jan. 26, 1886.
Gentlemen—We are much pleased with the Steel Plate Range that you put into our propeller Kalkaska. It seems to be the right thing for steamboat service.
WOODS, PERRY & Co.

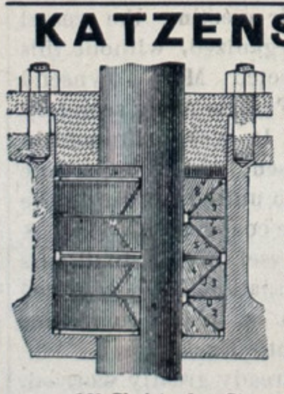
Messrs. F. & H. Born. Cleveland, O., Feb. 3, 1886.
Gentlemen.—We have had in this institution for some time one of your largest size Steel Plate Ranges, and it has given good satisfaction. It is strong, and we think will be durable. Respectfully, HON. S HARMOUNT,
Superintendent Tuscarawas Children's Home.

Messrs. F. & H. Born, Cleveland, O., Feb. 1, 1886.
Gentlemen.—In reply to your favor I would state that we have had in use two of your No. 9-18 Double Oven Steel Plate Ranges in our restaurant for the last six months, and find that they do all you claim for them. We can cheerfully recommend them to anyone in need of a first-class, durable and economical Range.
Yours respectfully, RICHARDS & McKEAN.



LOUIS B. PRESLEY. GEO. G. ARTHUR. THOMAS AXWORTHY
PRESLEY, ARTHUR & CO.,
MINERS AND SHIPPERS OF COAL.
Coaling Steamboats & Tugs Day and Night a Specialty.
DEALERS IN LACKAWANNA ANTHRACITE COAL.
Docks: Ft. West River St., Whisky Island, C. P. R'y. Slip, Government Pier
OFFICE 130 RIVER-ST., CLEVELAND, OHIO.

KATZENSTEIN'S



SELF-ACTING METAL PACKING
FOR PISTON RODS, VALVE STEMS, Etc.
Adopted and in use by the principal Iron Works and Steamship Companies within the last eight years in this and Foreign countries. Also flexible tubular metallic packing for slip-joints on steam pipes and for hydraulic pressure. For full particulars and references address
L KATZENSTEIN & CO
169 Christopher St. near West Street N. Y.
CAPT. THOS. WILSON, who uses this packing on his Steamers, and THE MARINE RECORD are Agents for Cleveland and the Lakes.

SCOTT'S NEW COAST PILOT
IS SOLD BY
SHIP CHANDLERS
AND BY THE PUBLISHER,
GEORGE SCOTT,
AT 162 LARNED ST., E., DETROIT, MICH.

DAVID BARNHISEL, Agent.
DOMESTIC & STEAM COAL
Cleveland, Ohio

WM. H. RADCLIFFE,
Shipbuilder and General Repairing.
OLD RIVER BED, Ft. OF TAYLOR St.,
CLEVELAND, O.

PRESLEY & CO.,
Globe Drydock
Shipbuilding, Drydocking, Repairing and Spar Making.
CLEVELAND, OHIO.

R. W. ABRAM,
Wholesale and Retail Dealer in
FRESH AND SALT MEATS.
NO. 544 DETROIT ST., CLEVELAND, O.
Vessel Orders Promptly Filled.

SUBSCRIBE
FOR THE
Marine Record.

ONE YEAR	$2 00
SIX MONTH	1 00
THREE MONTHS	50

Grummond's Mackinac Line

Stmr. Flora, W. E. Comer, Master, Leaves DETROIT every Tuesday at 9 p. m.
Stmr. Atlantic, J. R. Jones, Master. Leaves DETROIT every Saturday at 9 p. m.

STEAMER ATLANTIC
Leaves Cleveland every Friday evening at 9 o'clock. For Mackinac, St. Ignace, Cheboygan, Alpena, Oscoda and way ports For freight or passage apply to GEORGE ANDERSON, Agent, foot of Superior st., Cleveland, O. S. B GRUMMOND, Owner.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, Nov. 29 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 35 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express	*2 10 P M	*2 45 P M
No. 14, Special New York Ex	.....	3 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via " ..	‡6 00 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 30 A M
No 21, Toledo Ex via Norwalk	††12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*11 00 A M
No 9, Chi Pac Ex via Norwalk	6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

The Nickel Plate!
NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe, speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect June 28, 1885, and until further notice:

EASTWARD.	Arrive	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger	*9 [illegible] P M	.....
Local Freight	*11 45 A M	*12 15 P M
WESTWARD.	Arrive.	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Passenger	*4 46 P M	*4 51 P M
Local Freight	*12 20 P M	*12 50 P M

ROCKY RIVER ACCOMMODATION.
Depart—*7:45 a. m., *1:35 p. m.
EUCLID ACCOMMODATION.
Depart—*6 24 a. m., *9:10 a. m., *5:05 p. m.
*Daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination
For information, call on nearest agent of the Company, or address B. F. HORNER, Gen'l Passenger Agent,
LEVIS WILLIAMS, General Manager. Cleveland, O.

PURCHASE YOUR TICKETS VIA THE
BEE LINE--C. C. C. & I. R. R.
The Great Trunk Line to the South and West.

The only line from Cleveland with no change of cars to the Mississippi River. Solid trains and through sleepers to St. Louis, where direct connections are made in Union Depot for all points west.
Practically no change of cars to the
PACIFIC COAST.
The only line to COLUMBUS AND CINCINNATI with complete through train service, making direct connections in Union Depots for all points in the
SOUTH AND SOUTHEAST
Tourists Tickets to numerous points, including the
ROCKY MOUNTAINS.
Fast Express Trains Daily. New and Elegant Cars, A Perfect Roadbed.
For low rates and any information pertaining to railway travel in general apply to CITY TICKET OFFICE, 173 SUPERIOR STREET, CLEVELAND, O.
D. JAY COLVER, Passenger Agent.
J. D. BROWN, Ticket Agent.
A. J. SMITH, General Passenger Agt.,

FOR SALE,
New Iron Tug.
Dimensions 78 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft-gland, with water tight iron deck forming the floor of after cabin. Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; ⅝ plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap
GLOBE SHIPBUILDING CO.

Vesselmen
SHOULD HAVE
OUR MARINE LAW BOOK.
Containing all points of MARINE LAW as determined by the United States Courts
—ON—

Seamen,	Owners,
Freights,	Charters,
Towage,	Registry,
Collisions,	Enrollments,
General Average,	Common Carriers,

Duties of Seamen, Masters & Owners, Bill of Lading, Wages, &c.
The volumn is handsomely bound in stiff Board covers, and fine English cloth binding. Sent to any address postage paid for $1.00

WANTED An active Man or Woman in every county to sell our goods. Salary $75 per month and expenses. Canvassing outfit and particulars FREE. STANARD SILVER-WARE Co., Boston, Mass.

PILES. Instant relief. Final cure in 10 days, and never returns. No purge, no salve no suppository. Sufferers will learn of a simple remedy. Free, by addressing C. S. MASON, 78 Nassau-st. N. Y.

Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PROP'R

TERMS OF SUBSCRIPTION:

One year, postage paid $2.00
Six months, postage paid 1.00
Invariably in advance.

THE MARINE RECORD can be found for sale by the following news dealers:

CLEVELAND, O.—G. F. Bowman, corner of Pearl and Detroit Streets.

Evans & Van Epps, Superior street, Cleveland.

R. A. Castner, 254 Detroit street, Cleveland.

ASHTABULA HARBOR, O.—C. Large.

CHICAGO, ILL.—Joseph Gray, 9 West Randolph Street.

BUFFALO, N. Y.—A. C. Brideson, Michigan Swing Bridge.

Also, Miss McCabe, Elk Street, near Ohio.

DULUTH, MINN.—C. F. Johnson, 117 West Superior Street.

MARQETTE, MICH.—J. A. Vannier.

ESCANABA, MICH.—Wm. Godley.

Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, APRIL 22.

FOR LAKE AND CANAL MEN.

Lake vessel owners and canal boat owners have many grievances to record against the Buffalo elevator ring, for the reason that they are squeezed tighter every season. Feeble efforts have been made by the Lake Carriers' Association at Buffalo to induce the elevator ring to loosen the grip a trifle, but it will not. The ring has adopted a higher rate for shoveling this season that prevailed last year. This action, on the part of the elevator people, is evidence that they know the power they possess, a power which will be used by them to the end if they are not flanked out of the position and forced to accord some relief to lake carriers. The advisability of lake and canal men uniting to build elevators for their own use, as do some of the railroads, has been considered, but no results have yet accrued. In the meantime the American grain trade in foreign markets is losing in volume for the reason that the toll of the elevator ring will not permit of its being delivered in the European markets at a price that will enable it to compete with the product of India and Russia and other countries.

The individual who can succeed in placing in Buffalo harbor a machine or elevator which will enable the grain of the northwest to go around this toll gate of the elevator ring will deserve the gratitude of the country. Mr. Lyman Smith, of Cleveland, has solved the problem by the construction of a pneumatic elevator and by actual test last Saturday at this port its capabilities were demonstrated. Some weeks past the scales, which support a hopper with a capacity of 120,000 pounds, or about 2,000 bushels, was tested by government standard scales, and the result of the elevating test showed beyond doubt that the results are limited only by the power applied, the quantity of grain lifted at the trial being 310 bushels per minute, with three pipes attached to the chamber for the reception of the grain to be weighed, when five or even six can be worked if there is sufficient power. Without occupyiug dock room the elevating barge can lift the grain from a lake vessel on one side and, after having weighed it, blow it into a canal boat on the other side, or put it into an elevator on the dock prepared for receiving it.

In putting this before our readers we do not desire to be understood as saying that this single pneumatic elevator can go down to Buffalo and annihilate the gigantic monopoly at that port. In fact we do not believe that it would be permitted to work at all, even if the elevator ring must tell the shovelers that it had come to take the bread out of their mouths; we do not think that this elevator, if at Buffalo, alone and should prove its utility, would be patronized by lake or canal boat owners, for the reason that it could not store the grain, neither could it handle any great quantity of it unless canal boats were ready to receive it from lake vessels. Under these circumstances owners would be afraid to patronize it; they would be put on the list. But, by the organization of a company of lake and canal boat owners, with capital stock of one million dollars, ten or twelve barges, with iron hulls, could be built, say, 200 feet long, 50 feet beam, and 25 feet deep. The machinery could be placed in one end and the blower in the other, leaving 125 feet in the center, which would store 100,000 bushels. Each barge could have four tanks for receiving the grain for weighing, each tank being provided with three or four pipes, the limit being dependent on the power of the machinery. These barges could be built for from forty to fifty thousand dollars each, and they could take care of all the grain the present lake fleet could transport.

There is no reason why this invention does not merit the closest attention of all vessel owners, as the work can be done at the rate of one-fourth of a cent per bushel, (all owners know what the ring elevators charge), and it will emancipate them from the evils of shortage, the cost of three commissions between the vessel and the canal boat, and the exorbitant charges for the use of the steam shovel; and it is also worthy of the immediate attention of all men who are interested in putting on the market clean wheat, such as goes into the famed Minnesota flour, and for which the highest price would always be paid in a foreign market, as by the pneumatic system of elevating, a current of air rushes through the grain, cleaning, and drying, and preserving it.

It would, therefore, be wisdom for representative lake and canal men to come together for the purpose of forming a combination for protection. After having seen this system work they will acknowledge that it is to be the elevator of the future, as nature abhors a vacuum.

ABOUT GROSS TONS.

The Vessel Owners' Association of Cleveland has taken a firm stand against the introduction of the system of carrying coal by the gross ton, and it is understood that owners at Buffalo, Detroit, Chicago, Milwaukee, and other ports are in sympathy with the movement. At a recent meeting of the Cleveland Association, resolutions, offered by Captain C. E. Benham, were unanimously adopted. The resolutions are as follows:

WHEREAS, We learn that it is proposed by shippers of coal from Buffalo to substitute gross tons of 2,240 pounds for net tons of 2,000 pounds in paying lake freights; and

WHEREAS, We recognize in this a proposition and an attempt to reduce freights indirectly, and an attempt unfair and unjust to the carrying interests of the lakes; therefore,

Resolved, That we, the members of the Cleveland Vessel Owners' Association, and also other vessel owners, do hereby pledge ourselves that no vessel owned or controlled by us shall carry any coal from Buffalo, or from any other shipping point, except upon freights to be paid on tons of 2,000 pounds each for the season of 1886, from this date, April 17, 1886.

Moore, Barfow & Gilchrist, Cleveland Trasportation Company, per George P. McKay, Wilson Transit Line, by Thomas Wilson, M. A. Bradley, H. J. Webb & Co., Palmer & Benham, Warner & Becker, Palmer & Johnson, J. C. Lockwood, F. H. Brown, William S. Mack, James Corrigan, T. H. Walsh, Weiner Bros., W. D. Ruse.

This decision is worthy of the emulation of every like organization on the lakes. Cleveland owners represent a vast amount of the tonnage of the lakes, and as this action will be indorsed by owners at other ports it is safe to presume that coal shippers will be forced to go back to the old system. The only strength in the position of coal shippers will lie in the arrival at Buffalo of the Lake Michigan grain fleet, comprising about one hundred and fifty vessels, inside of a week, all of whom will be eager to get an up cargo. But when the vast amount of ore to be transported is considered we may safely presume that many of the vessels outside of the compact formed by the above resolutions, will clear light for the iron ore regions and make time and save principle in the interest of good coal freights through the season.

IT is gratifying to note that Buffalo grain receivers talk of vigorous action to escape the clutches of the elevating ring at that port. It seems that the rule against bulking grain is to be one of the last straws, and that some of the receiving firms talk of building elevators of their own, but in order to accomplish their purpose they must begin to act at the Chicago and Duluth end of the route or they will have no shippers in sympathy with them from whom to receive their consignments.

THE Nautical Gazette declares that there is not a wooden ship on the stocks in this country, for the first time in its history. There are a few large three masted schooners and quite a number of small coasters found here and there. But in all the Eastern yards there is not a single ship in frame, nor is there a single ship's frame, so far as can be learned, being got out anywhere. Practically the construction of wooden ships has ceased in the United States.

THE dispatch from London which states that Lord Ravensworth had announced at a meeting of the Institute of Naval Architects that the United States Government had authorized the purchase of foreign ships for the carrying trade, and that there would be a good chance to sell out the surplus English vessels to Americans, evidently had in mind the free ship bill, which has been reported favorably, and the bill, introduced to grant American register to the ten vessels of the Red Star Line. The free ship bill, it is expected, will pass the House, but can not get through the Senate.

IT is said that the Continental and Phœnix insurance companies will do all the cargo business. The rates are to be the same as last year, 20c for first, 25c for second and 35c for third class.

THE decision of the Buffalo elevator people against bulking grain will be a prolific source of delay and annoyance to lake vessels.

IT is unfortunate that a larger sum than $50,000 was not made available for the improvement of the Lime Kiln crossing.

LAKE CARRIERS' ASSOCIATION.

Special Correspondence of the Marine Record.

BUFFALO, N. Y., April 20, 1886.

The meeting of the board of managers of the Lake Carriers' Association to-day was entirely given up to the discussion of the present coal situation, and the question of rates per net or gross ton. There was a large attendence of vessel men, and great unanimity of feeling. It was decided that matters had reached a point where it was necessary for vessel men around the lakes to unite, and resist this new and dangerous project of the coal combination. The following resolution was unanimously passed.

RESOLVED, That the Lake Carriers' Association hereby declares its hostility to the proposition of coal shippers to compel lake carriers to transport coal by gross ton, and that we will endeavor to secure an agreement from all members of the association and other vessel owners and agents that they will carry coal during the season of 1886 only at net ton rates. The following agreement was drawn up:

We, the undersigned vessel owners and agents, hereby agree that we will act in accordance with the letter and spirit of the above resolution during the said navigation season of 1886. Signed by S. D. Caldwell, E. T. Evans, W. Bullard, James Davidson, James Ash, Smith & Davis, Donaldson Brothers, W. W. Tyler Connolly Brothers, J. J. H. Brown, Edward Smith, W. E. Richmond, George McLeod, A. McDougall, T. M. Ryan, John Green, J. J. Reardon, F. G. Daynecker, Richard Dimick, F. McDermott, M. Collins, John Kelderhouse, L. W. Drake, Thomas Maytham, O. W. Cheney, A. Candes, M. M. Drake, Thomas Walsh, Robert Mills, H. J. Mills, Moses Mills, John Rice, P. P. Miller, S. L. Watson. Captain Henry, superintendent of the Lehigh Valley line, is in Chicago, and was wired for his signature. His boats are carrying their owners' coal without regard to freight rates. Frank Perew, owner of the Lyon and Hutchinson, would not sign any agreement, but promised to abide by the above.

The secretary was instructed to advise the Cleveland Vessel Owners' Association of the action taken here, and also to write to the managers ef the Lake Carriers' Association at Detroit, Chicago and Milwaukee, urging similar action at these ports.

The Lake Carriers' Association will not attempt to control or regulate lake freights. At the close of their meeting the vessel owners present reorganized, without this lemitation, and elected Mr. Townsend Davis chairman, and Francis Almy secretary of the new body. It was unanimously agreed that the present was an opportune time for vessel men to unite in resisting the unjust demands of the coal combination. A general meeting of vessel owners, to discuss the present freight situation, has been called for Thursday, at 10 a. m. in the committee rooms of the Merchant's Exchange.

The shippers are already greatly worried. Not a charter was made to-day.

UNIFORM BILL OF LADING.

Express says: Before the Lake Carriers' meeting was held a committee of that body, Mr. E. T. Evans, chairman, held a conference with coal shippers in the Pennsylvania coal office, for the purpose of laying before them the proposed uniform bill of lading. Since its organization the Lake Carriers' Association has labored steadily towards the adoption of a uniform bill of lading, and it has already overcome great obstacles. Most of the differences with the Chicago Board of Trade are settled and the general condition, the same in form as the ocean bill of lading, has been substantially agreed upon. It is proposed to get up a separate bill for coal, which shall, however, contain the general condition, but which shall regulate the vexed question of demurrage. The coal shippers were well represented at the conference and met the Lake Carriers' cordially, promising to appoint a committee to further confer with them on the subject.

ASKING REDUCED ELEVATOR CHARGES.

Mr. E. T. Evans, was appointed a committee of one for the purpose of confering with the elevator authorities, renewing the request of last year that the charges for elevating be reduced. Representing as Mr. Evans does, one of the largest elevators in the harbor as well as a large line of vessels, he is able to present the case in a good light. The result of the conference has not been made public.

GOODRICH TRANSPORTATION COMPANY APPOINTMENTS.

Steamer Chicago, Captain B. Sweeney; Engineer Phil Roth; Clerk W. Doven; Steward G. Watson.

Steamer Sheboygan, Captain E. W. Dorcey; Engineer John Smith; Clerk W. D. Rosie; Steward Geo. Nelson.

Steamer Muskegon, Captain N. E. Stines; Engineer J. H. Covyeon; Clerk E. H. Sehnedermon; Steward Thos. R. Wickham.

Steamer Corona, Captain A. Gallagher Engineer D. Long; Clerk Henry Pates; Steward O. H. Kluge.

Steamer Menominee, Captain A. W. Posman; Engineer M. Downer; Clerk W. M. Herbst; Steward John Barry.

Steamer City of Ludington, Captain Jas. W. Gillman; Engineer Ray Flint; Clerk W. Carright; Steward Jas. O'Hara.

Steamer DePere, Catain Jas. C. Raleigh; Engineer Henry Johnson; Clerk W. F. Humphrey; Steward W. A. Whitcomb.

No appointment has yet been made for tug Arctic.

Captain T. G. Butlin will continne at the head of the line. Mr. John Singleton will be general passenger agent, and Mr. Walton Willard, general freight agent.

G. F. Sheldon & Son have refitted and opened their meat market at Ashtabula Harbor, with a choice lot of meats for the marine trade. They will constantly keep on hand the best quality of meat.

[*Around the Lakes Continued from 1st Page.*]

ST. CLAIR.

Special to the Marine Record.

The steambarge Simon Langell was launched at St. Clair on Saturday afternoon. She is named after her builder and is a staunch, fine looking vessel. The dimensions are as follows: Length of keel 198 feet, over all 212 feet, beam 25 feet, depth of hold 13½ feet. She has a single deck, five hatches and is a three master. Her frames are 18 inches in depth at the breach, 13 inches in the bilge und 7½ inches on the rail. Her engines are compound, 27 and 50 by 36, boiler 17 feet long with 11 foot shell. Her cabin is finished in hard wood, pilot house forward, and she is provided with a Providence steam windlass from the American Ship Windlass Company. All her machinery was in place before launching and she is about ready to start out. She was presented with a set of colors by the citizens of St. Clair, a custom which prevails at all of Mr. Langell's launches. Captain John Pringle will command her, his son first mate, and another son first engineer. She will be employed in the lumber trade, and will tow the schooner C. H. Burton, Captain Macartney, now at Toledo. B.

MACKINAC CITY.

Navigation through the Straits is open, the steambarge Calumet being the first boat through at 10 o'clock Wednesday morning, the 21st, closely followed by the George Spencer and Hecla, and in about half an hour by the Onoko, J. H. Devereux, C. J. Kershaw, Nahant, New Orleans, Wallula and consorts D. C. Whitney and consort, and Alcona and consorts. They were within four miles of Waugoeshance this morning, and came down through without trouble. They passed down the north channel and were soon out of sight. They will probably reach Lake Huron without trouble. Four steambarges and consorts passed down this evening and have taken the south channel. They seem to be making good progress. There are immense fields of unbroken ice in the Straits. It is not very solid, and a few more days of wind and sun would scatter it so that it could not do any damage. The head of Lake Huron is reported full of ice, but a fresh west wind has blown to-day, and it has probably scattered it so that boats can get through without much difficulty.

ST. IGNACE.

At 7 p. m. Monday three steamboats were in the ice abreast of St. Helena, bound down. They will be able to get through without much trouble as the ice is very rotten and the weather still remains warm. The lighthouses are all lighted in the Straits, and sail vessels will have no trouble to get through as soon as we get a breeze to take the ice out.

DETROIT.

Special to the Marine Record.

April 19.—The steambarge George L. Colwell, with barges in tow, passed up on Saturday evening, being the first arrival from the east, and Lake Erie of the season, leaving beyond a doubt a free passage to Buffalo via north shore of Lake Erie, and before this reaches the eye of the reader business in that quarter will have generally resumed.

The steambarge Escanaba, laden with 50,000 bushels of wheat, taken on at Port Huron, left on Saturday for Buffalo, her owners being assured there would be no difficulty in getting in.

The tug Martin Swain, of Grummond's line, succeeded in releasing the barge Star of Hope, stranded at Point au Pellee, a short time since, and with cargo, brought her to this port. She can be made good for further service at no great expense.

The steambarge Sakie Shephard, Captain Humphrey, with her consort, has already made two round trips between Lake Erie ports and Detroit.

The propeller Atlantic succeeded in reaching Alpena, and is expected here to-day. She was two days and nights passing through one hundred miles of ice on the upward passage.

The schooner Groton, grain laden, has taken her departure for Buffalo.

Nothing decisive has been done thus far as regards towing rates on the rivers, but a meeting to that end is looked for soon.

The propeller J. W. Steinhoff, which for some time was a popular passenger boat between Detroit and Chatham, is to be converted into a ferry boat, to ply between Buffalo and Fort Erie. She was sold four years ago to a party at Owen Sound for $15,000, but did not prove a paying investment. Two years ago she was liable to seizure by the Canadian government for smuggling, and skipped to the Sault where she was moored in Uncle San 's waters, remaining there ever since. The matter has since been arranged, and in future she will be employed as above noted.

The first raft movement of the season occurred on Thursday, one being towed from here to Toledo by the steambarge Schoolcraft and tug Torrent, containing 3,000,000 feet. It arrived from Lake Huron last fall, too late to be taken through.

he tug John Owen, owned by J. Emory Owen, of this city, has taken on a supply of coal, to proceed to Chicago as soon as there is a passage through the Straits. She will have as consorts this season the fine schooners Michigan and E. A. Nicholson, recently purchased by Mr. Owen, and now grain loaded at the above port. Captain John P. Young commands the Owen, as heretofore; the man for the place.

Northeast winds continue more or less, and, according to an old proverb, will be prevalent until the middle of June.

Notwithstanding the reports of steamers starting out from here for Port Huron, none have thus far reached that goal save the Atlantic and two or three steambarges, and those by dint of a hard struggle through the ice barrier.

The weather has been quite warm for several days, affording those who enjoy basking in the sun along the docks, a golden opportunity, and there are hundreds of them.

Yesterday there were two arrivals from Buffalo, the steamships Hiawatha and Kasota, with their consorts, en route to Lake Michigan, the first of the season, leaving no doubt remaining of open navigation in that quarter, and this presents an incident not previously recorded, viz: unobstructed navigation to Buffalo and the St. Clair river under a heavy ice blockade, and it would by no means be a matter of surprise if Mackinaw Straits were ahead of the St. Clair, according to advices received this morning, and, as above stated, one of the rarest things in lake history.

The steamer City of New Baltimore arrived from the Flats yesterday morning and reported no change in the situation. Steambarges that have been detained there for several days have been compelled to return here to renew their supply of eatables.

The steambarge Egyptian and consort arrived here on Monday, coal laden for Lake Michigan and will remain here until the St. Clair river is navigable.

The tug Colton, of Toledo, arrived at the Springwell's drydock on Sunday, and returned with the propoller John C. Gault in tow.

The schooner J. F. Joy is at Malden, discharging coal.

The steambarge Juno, laden with corn, came up from Toledo on Saturday, and discharged her cargo at Walkerville.

For some time there has been a quiet move ment on foot looking to the organization of a new wrecking company in Detroit. The collapse of the Detroit Tug & Transit Company last fall left an unoccupied field for such a company here and accordingly the organizatien has been formed and will be eady for business as soon as navigation opens. The persons interested are Captain James Millen, A. A. Parker, John Pridgeon, Jr., and John Quinn. The tugs Crusader, Sweepstakes and John Martin and the schooner Young America, the latter to be used for lightering purposes, comprise the present fleet, which will be enlarged as the necessities require. The equipment includes two rotary pumps, one centrifugal and one Worthington. The lighter, which has a capacity of 16,000 bushels of grain, will be furnished with steam hoisting gear, derricks, pump, jack screws, and hawsers of the latest and most approved make. The main station of the company will be at Detroit, but it is probable that a substation will also be established at the straits.

The new offices and storage rooms for the Lake Superior Transit and other lines of steamers, are being fitted up in good style, in the brick block, between Shelby and Griswold streets, and Mr. Whiting will shortly remove to his new quarters. HALL.

FRANKFORT.

Special to the Marine Record

Tugs D. P. Hall and Alice M. Campbell will leave on the 19th for Charlevoix where they will engage in harbor towing. They are both powerful pullers, and will fill a long felt want at the above place. The Campbell measures 29 gross tons and has an engine of 24-horse power. The Hall is 55 gross tons and her engine is 20-horse power. Built at Buffalo in 1881.

The tug Canfield, of Manistee, will take the place of the Hall at this port, and it is rumored that A. Banks has purchased the tug John Gregory, of Manitowoc. This is a strong tug of 46 net tons burden, built at Milwaukee eight years ago, and rates B1.

The Frankfort Lumber Company has bought the schooner Annie O. Hanson, of Manistee, on private terms. She is 185 tons, a little old, having been built at Depere eighteen years ago.

During the week the schooners C. Amsden, George H. Marsh, Morning Star, J. B. Prime, Joseph Duval, have cleared for west shore ports.

Schooner W. H. Dunham is loading here, having arrived on the 16th.

Captain Patshaw, of schooner Una, who was at North Manitou island yesterday, reports drifts of ice north of the islands.

Tug Cynthia is running as ferry on Betsy lake, as usual.

Schooner Mischicott is being fitted out and loaded at Onekama (Portage lake). The tug Wallace will break a passage through the soft ice to let her out of the lake.

BURMEISTER.

DULUTH.

Notice has been received here that the office of the deputy collector of customs at Superior will be moved to Conner's Point, where the main business of vessels on the Wisconsin side of the bay is done, large coal docks being located there, and which is two or three miles from Superior proper. This movement was long desired, but the inhabitants of Superior fought against it. The new deputy, W. H. Saford, lately took possession of the office, and he decided upon the change, which will be of great advantage to vesselmen.

Very few wheat charters have yet been made here, the total to Buffalo being but 200,000 bushels, most of which was chartered a few days ago at 3⅜ cents. There is very little demand as yet for vessel room. The first boat to leave here for Lake Erie will probably be the Nebraska with 74,000 barrels of flour. There will be about 150,000 barrels of flour here for shipment by the opening of navigation. A heavy rainstorm must have had a good effect on the ice, and a few days of warm weather will honeycomb it so it will break up by the 25th.

The Herald gives the following list of the captains who will sail the boats in the harbor: Nebraska, Captain Parsons; Stewart, Captain Sullivan; Spencer; Captain Donahue; Ella G. Stone, Captain Con O'Flynn; Eliza Williams, Captain Harris; Camp, Captain Ed. Brown; Brower, Captain Vas Palmer; John Martin, Captain Eli Jacques; Rambler, Captain Yocum; Hattie Lloyd, Captain Ed. Bishop; Free Trade, Captain Hibbard; Eviston, Captain Ed. Smith; Nellie Cotton, Captain Jack Jeffery; F. S. Danforth, Captain Jas. Cole; Amethyst, Captain Fred Green; Oddfellow, Captain Dan Aaker; Maggie Carroll, Captain Phil Jackson.

OWEN SOUND.

The steamer Africa was burned to the water's edge last night, but no other property was damaged. The Africa was valued at $30,000, and was insured for $15,000.

BAY CITY.

Special to the Marine Record.

The propeller Arundel, of the Shore line, succeeded in getting outside on Saturday, and to Alpena on Sunday. She had on a large amount of freight and her arrival at Tawas and other shore points was hailed with delight by the inhabitants. The Metropolis will probably make a trip the latter part of this week.

The propeller C. A. Forbes was the first boat of the season to enter Saginaw river.

The flour mills of Saginaw and this city have upward of 1,400 barrels of flour, waiting for shipment to shore points.

The steamer Dove, now being fitted up at Whittauer's drydock, is to run on the Duluth and Two Harbors route as soon as navigation opens in that locality.

The propeller Wm. St. John will hereafter be known as the Island Belle. She will run on the Caseville and Heisterman Island route.

The propeller Atlantic was the first craft of the season to reach Oscoda.

The Gratwick, Smith & Freyer Lumber Company of Oscoda, have started their mills for the season on the ten-hour plan at eleven hour wages. Last year's hands are all engaged. They are the first to start, and it is likely that the others will adopt the same plan as to wages.

The steamers W. R. Burt and L. G. Mason are now running on the Bay City and Saginaw route.

The steamer Lucille arrived Sunday night, and there are promises of lively times on the Saginaw during the coming season. The Lucille is officered as follows: Captain, M. Mahar; mate, John Devaney; clerk, James English; engineer, John Busted.

A gentleman from Alpena tells of the narrow escape from capsizing of the steamer Golden Eagle, which has made several trips between Alpena and Black River since the opening of navigation. She encountered considerable ice on the lake which she would run into and crush. She ran onto some submerged ice, however, that did not give way, and being round bottomed, she careened and went over on her beam ends, but fortunately the ice then parted and she was freed from it, struck the clear water and was righted. A bad scare was the only result.

It is said by knowing ones that when Mr. Frank Wheeler gets in his new band saw mill he will have one of the most complete ship building plants on the great chain of lakes.

Captain George King, jr., is to command James Davidson's new tug that is to tow the log boats.

Hundreds of people visited the dock Sunday afternoon to see the steamer Lucille that is to ply on the river route.

SHAW.

TOLEDO.

Special to the Marine Record.

Schooner R. Hallaran, A. J. Rogers, and J. F. Palms left for Buffalo Tuesday, and Monticello,, A. P. Grover and propeller Osceola for the canal.

Captain G. W. Stoddard takes command of steamer Mascotte this season. Captain Frank Wetmore goes in the propeller J. C. Gault, and Walter Cotrill, formerly mate of the Gault, takes command of the steamer A. L. Hopkins, of the Wabash line.

Schooner Havana is at Columbus dock, loading for Escanaba, and E. R. Williams for Green Bay with coal.

Captain James McNalley has been appointed harbor master here, vice Captain Thomas Higgins resigned.

Propeller Cormorant and schooner Richard Winslow are at the Columbus dock, loaded for Washburn, waiting orders to leave.

Captain L. B. Woodruff, of Elyria, has bought the schooner E. R. Williams from M. I. Wilcox, of this city, for $7,500. Captain Woodruff has taken charge of her and is loading here with coal for Green Bay.

Propeller Egyptian left here Sunday, loaded with coal for Milwaukee.

Tug Torrent and steamer Schoolcraft brought over two rafts of timber from Detroit last week for the Mitchell & Rowland Lumber Company.

Tug Colton brought the steamer Gault over from Detroit on Sunday. J.

PORT HURON.

The tug Mocking Bird was taken to Detroit on Wednesday, where her machinery will be overhauled.

Stone & Co. of Saginaw, have purchased the barge Sanilac, and will run her in connection with the propeller Saginaw Valley, on the Bay City and Cleveland route.

The Buffalo & Port Huron Transportation Co. have purchased all of Captain Wm. Forbes' vessel property that he is interested in on the lakes. Captain Forbes has gone to Scotland on business.

MILWAUKEE.

Following is the fleet of vessels, either loaded or chartered to load grain, which will start out from lower lake ports when navigation opens: Schooner Joseph Paige, 40,000 bushels of wheat for Buffalo; schooner Itasca, 25,000 bushels barley for Buffalo; schooner Porter, 47,500 bushels of wheat for Buffalo; schooner Moonlight, 50,000 bushels of wheat for Buffalo; schooner Houghton 23 000 bushels of wheat for Toledo; schooner Marengo, 41,000 bushels of wheat for Buffalo; schooner Angus Smith, 36,000 bushels of wheat for Buffalo; schooner Pathfinder, 40,000 bushels of wheat for Buffalo; schooner Saveland, 44,000 bushels of wheat for Buffalo; schooner Richards, 42,000 bushels wheat for Buffalo; schooner Merrill, 40,000 bushels wheat for Buffalo; schooner Scove, 20,000 bushels wheat for Buffalo; schooner J. I. Case 48,000 bushels of wheat for Buffalo; schooner Waukesha, 24,000 bushels barley for Buffalo; steamer Hecla, 52,000 bushels of wheat for Buffalo; steamer New Orleans, 63,000 bushels wheat for Buffalo.

The total vessel capacity chartered for lower lake ports is 635,000 bushels, of which 586,500 is wheat and 49,000 barley. Freight rates opened at 3 cents a bushel, and have ranged as high as 4 cents at Milwaukee. A number of contracts have been made on private terms, and it is conjectured that most of these contracts have been made above the quoted rates. The fleet that was all loaded here before the opening of navigation last year had 935,550 bushels of grain on board. The deficit of this year is accounted for by the fact that a large number of boats have gone to Chicago to load this year.

Wolf & Davidson have received a dispatch announcing that the steambarge Jim Sheriffs, with corn from Toledo had arrived at Port Colborne. She will be the first boat through the Welland canal this season.

The barge J. H. Rutter, corn laden from Chicago, sprung aleak off Waukegan at 3 o'clock yesterday afternoon and arrived here at 4 o'clock this morning with the Farwell and Godfrey. Men from both barges were put aboard of her to assist at the pumps, which were worked continually. At one time she had two feet of water in her hold, but her cargo is probably not damaged, she having a false bottom. She will be docked here, but elevator room for her cargo can not be secured before Friday.

The steambarge D. W. Rust and consorts Butts and Clint, and schooners Pathfinder, J. I. Case, Angus Smith, Itasca, and J. B. Merrill sailed for below this afternoon. Some were obliged to pay $2.50 per day for sailors. The H. C. Richards, Marengo, Saveland, and H. M. Scove are still here, unable to get crews.

ELK RAPIDS.

The propeller Leland left Monday evening for Manitowoc. The bay is full of broken ice, but a few hour's south wind would carry it out.

BUFFALO.

The steamers Kasota and Hiawatha and the propeller Boston were chartered for coal to Chicago at 60 cents per gross ton and cleared. Other vessels have been offered at the same rate.

Canal freights were quiet at 6 cents on wheat to New York.

The main and breakwater lights were shown on the 15th for the first time this season. The Horseshoe Reef light was put up Saturday night.

Charles Hamilton and others have bought the old Northern Central propeller Nashua of W. E. Warriner, of Detroit, for $16,000. She is to tow the barges Potomac and A. Vought.

The Rube Richards and consort, S. V. R. Watson, sailed Sunday.

Captain S. V. Parsons, who surveyed the car transfer Huron, at Port Huron, found a damage of $5,734.

Mr. W. W. Tyler has sold one-third of the barge Uranus for $3,333,34 to Captain Dennis Galligan. He bought the whole a few weeks ago for $6,000. Galligan left for Menominee to fit her out.

The Western Transit Company will abandon the docks at the foot of Washington street May 15, and occupy new docks at Coatsworth slip, where it will have 1,400 feet of dockage, including the Coatsworth elevator with a capacity of 40,000 bushels. They are talking seriously of fitting it up. On the east side of the property a freight house, 540x90 feet, will be built, the docks on the west side being made a coal dock. They will receive coal from canal boats at this dock, and also use it for a fuel dock. They expect to build a trestle next year.

The Oceanica and Tacoma have been chartered to Chicago at 60 cents, gross.

Cleared to Chicago, propellers Hiawatha, 1,400 tons coal; Kasota, 1,900 tons coal; barge Rube Richards, 1,000 tons coal.

Ward Line appointments are as follows: Osceola, W. H. Campan; Northerner, Albert Shephard; S. F. Hodge, C. T. Morley; St. Paul, Syd Scott; Toledo, Peter McKinnon. The new propeller W. H. Stevens, building at Bay City, will be out in July and Captain Morley will be transferred to her. H. L. Chamberlain has been appointed Buffalo agent. The line will begin receiving freight on the 20th.

The Elevating Association has refused to comply with the request of the Merchant's Exchange and bulk grain. The refusal will probably result in the erection of several new elevators, to which trade will be diverted by the members on 'Change.

Hingston & Wood, of this city, have been awarded contract for five miles of enlargement of the Welland Canal. The contract is from Welland to a mile north of Harold, and will take two years to finish.

Samuel Golden, of Buffalo, formerly a resident of Bay City, and a son of Justice Golden, has just patented a bearing indicator for a compass which he claims is a great improvement on taking bearings by pilots. The Lehigh Valley and Western Transit company's steamers have attached the apparatus to all compasses on their boats, and other lines running out of Buffalo are adopting it.

P. M. Dawson of Winnipeg will have two small steamers built for service on the Red River. It is said that they will be built in Buffalo.

R. P. Moore, of Brockville, Ont., will fit out a tug boat in this city for service at mining work at Black Bay, Lake Superior.

SAUGATUCK.

The tug Butler Bros., of Chicago was launched Monday. She will be towed to Chicago by the A. B. Taylor, weather permitting. She has had a complete rebuild and is as good as new.

PORT HURON.

The propeller Burlington and two barges arrived up to-day. They were fast in the ice at St. Clair cut for some days. The propeller Bay City is reported stuck in the ice at the cut. The propeller Atlantic is still here.

ASHTABULA HARBOR.

Special to the Marine Record

Captain Wm. Rennek, V. O. A. shipping master, has removed his office to the east side of the river, opposite McKinnon's machine shop.

Mr. H. H. Hall, for the last three years proprietor of the Marine bank, will discontinue the banking business at the Harbor but will carry on business up town.

Mr. John A. Porter is just recovering from a long and severe illness. He will be on deck, however, for business by the opening of navigation.

The schooners L. Hanna and Verona are loaded with coal, ready to get away as soon as things open up above. S.

THE PASSENGER CLAUSE.

Congressman Dunham called up and secured the passage of the bill prepared by the Chicago Tug Owners' Association relating to the licensing of vessels engaged in towing to carry persons in addition to their crews. The vital portion of the measure is as follows:

Be it enacted, etc.: That any steam vessel engaged in the business of towing vessels, rafts, or water craft of any kind and not carrying passengers may be authorized and licensed by the supervising inspector of the district in which said steamer shall be employed to carry on board such number of persons, in addition to its crew, as the supervising inspector, in his judgment, shall deem necessary to carry on the legitimate business of such towing steamers, not exceeding, however, one person to every net ton of measurement of said steamer; provided, however, that the persons so allowed to be carried shall not be carried for hire.

Mr. Dunham explained the absurdity of the present law under which a tug rescuing a shipwrecked crew was liable to a fine for carrying passengers. He also presented the memorial from the Chicago tugmen, showing the hardships that had been worked by the law. The bill, he said, had been submitted to the Treasury Department and had been approved after Supervising Inspector General Dumont had modified it to read as above quoted. On this statement the measure went through without opposition.

Henry Francis and the Michigan City delegation, accompanied by Senator Harrison and Congressmen Holman and Ford, called upon Secretary Manning and induced the latter to call a special meeting of the lighthouse board for Wednesday, when the arguments against the discontinuance of the main lighthouse at Michigan City will be submitted to the entire board. The visiting committee are well fortified with protests of the vessel interest of Milwaukee, Chicago, and Muskegon, as well as Michigan City. The Indiana delegation are manfully standing by Indiana's only harbor, and it is believed that the order discontinuing the Michigan City light will be vacated on Wednesday. Should the decision of the board be an adverse one, a joint resolution will be introduced in congress providing for the re-establishment of the light.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER LXVI.

In consequence of the boom in freights in 1865 early in the season and its continuance later on, there was considerable activity in the exchange of vessel property, as may be seen by the following. Many of the transactions are not given:

Steamer Wave, to Rogers & Burrington, Saginaw, $11,000.

Steamer Princess, to Sloan & Henderson, Detroit, $9,000.

Steamer Union, to Peninsular Iron Works, Detroit, $5,000.

Steamer May Queen, exchanged by Captain Ward for the propeller Lady Franklin.

Steamer Huron (wrecked) to Captain D. Cole, Detroit, $3,075.

Steamer L. G. Mason, to Alex English, Saginaw, $14,000.

Propeller Edith, to Smith & Brother, Alpena, $15,000.

Propeller Iron City, to M. B. Kean, Detroit, terms private.

Propeller Clara, to Moore & Ransom, Detroit, $8,000

Tug Hector, to Charles H. Carey, Detroit, $20,000.

Tug J. T. Noyes, to R. J. Hackett, Detroit, $3 500.

Tug H. P. Clinton, to unknown parties, $7,000.

Tug Metamora, to Norris & Nelson, St. Catharines, $25,000.

Tug Mary E. Willis, to J. Gregory, Houghton, $3,000.

Bark Potomac, to McKurdy & Brown, Chicago, $12,000.

Bark W. S. Pierson to H. Zahn, Sandusky, $16,000.

Barks Sunrise, Golden Fleece and Colonel Ellsworth, to Charles Mears, Chicago, $68,000.

Barks A. P. Nichols and Red, White and Blue, to J. R. Rawson, Racine, Wis., $53,000.

Bark Kate Darley, to Chicago parties, $30,000.

Schooner Mark H. Sibley, to Swartout & Co., Algonac, $8,000.

Schooner Wings of the Morning, to R. Dunnigan, Toledo, $8,200.

Schooner Sophia Smith, to Loverage & Clark, Buffalo, $11,500.

Schooner Metropolis, to O. W. Coit & Co., Chicago, terms private.

Schooner M. F. Johnson to Kimball & Waltham, Detroit, $9,000.

Schooner J. O. Moss, one-half to Moss Brothers, Sandusky, $7,000.

Brig Commerce, to Winslow & Williams, Buffalo, $17,000.

Schooner H. S. Walbridge, to John Stevens, Toledo, terms private.

Schooner Belle City, to W. J. Dill, Lakeport, $3,500.

Schooner Rainbow to Racine parties, $15,500.

Brig Mohegan, to D. Whitney, jr., Detroit, $8,000.

Schooner Kate Hinchman, to H. S. Walbridge, Toledo, $14,000.

Brig Lucy J. Clark, to G. W. Bissell, Detroit.

Schooner North Star, to A. W. Caswell, Detroit, $6,000.

Brig Concord (wrecked), to Jones & Marshall, Detroit, $4,000.

Schooner Elizabeth, to Hick and others, Houghton, $800.

Schooner Lewis Cass, to Buffalo parties, $6,000.

Schooner A. Rust, to A. English, Saginaw, $10,000.

Schooner J. L. Quimby, to F. & A. Wilkinson, Detroit, $5,000.

Schooner G. G. Cooper, to Nims & Gibson, Buffalo, $22,000.

Schooner Colonel Cook, to Starkweather and others, Detroit, $12,000.

Schooner Miranda, to Candler Brothers, Detroit, $4,000.

Schooner Cape Horn, to B. Eyster, Chicago, $12,000.

Schooner A. Rust, to C. M. Lindgren, Chicago, $11,500.

Schooner Shook, to J. Higgie, Chicago, $12,400.

Schooner Montezuma, to H. S. Halstead, Chicago, $10,000.

Schooner E. M. Baxter, Captain Perew, Buffalo, $12,000.

In addition to the foregoing there were numerous other sales on private terms, footing up a total of 66 vessels.

The following craft passed out of existence during the navigation of 1865, with their tonnage and valuation:

Steamer Traveler, 603 tons, burned at Eagle Harbor, $40,000.

Steamer J. P. Ward, 160 tons, burned at Bay City, $9,000.

Steamer Watertown, 222 tons, burned at Cape Vincent, $40,000.

Steamer Canada, 165 tons, wrecked at Bar Point, $5,000.

Propeller Illinois, 525 tons, wrecked at Point au Pellee, $60,000.

Propeller Pewabic, 740 tons, collided with propeller Meteor, Lake Huron, $75,000.

Propeller Stockman, 81 tons, burned in Bear Creek, $7,000.

Propeller Brockville, 398 tons, wrecked in Lake Michigan, $35,000.

Bark S. A. Marsh, 340 tons, wrecked at Port Maitland, Lake Erie, $10,000.

Brig Canopus, 386 tons, sunk by bark Republic in Lake Erie, $30,000.

Brig Ocean, 240 tons, wrecked on Lake Huron, $8,000.

Brig R. Hollister, 273 tons, wrecked near Chicago, $3,000.

Schooner Whip, 40 tons, wrecked at St. Joseph, $2,000.

Schooner L. D. Coman, 165 tons, wrecked at Point au Barque, $2,500.

Schooner Fremont, 288 tons, sunk by bark American Union, Lake Michigan, $5,000.

Schooner Illinois, 110 tons, sunk off Vermillion, $8,000.

Schooner Mary Francis, 157 tons, wrecked at Rond Eau, $2,500.

Schooner Frederic, 61 tons, foundered in Lake Michigan, $2,000.

Schooner Susquehanna, 270 tons, sunk off Conneaut, $8,000.

Schooner Willard Johnson, 400 tons, wrecked at Point au Barque, $20,000.

Schooner Eugenie, 38 tons, wrecked on Peche island, $1,000.

Schooner Lochiel, 223 tons, foundered in Lake Ontario, $20,000.

Schooner Triumph, 120 tons, wrecked near Chicago, $3,000,

Schooner Lewis Cass, 191 tons, wrecked at Bailey's Harbor, $6,000.

Schooner W. O. Brown, 400, sunk by bark A. P. Nichols in Lake Erie, $15,000.

Schooner Homeward Bound, 106 tons, wrecked on Lake Ontario, $8,000.

Schooner Frontenac, 152 tons, wrecked at Port Burwell, $4,000.

Schooner Palmetto, 240 tons, wrecked on Lake Huron, $2,000.

Schooner Rambler, 137 tons, wrecked on Lake Michigan, $3,000.

Schooner H. L. Lansing, 364 tons, wrecked near Chicago, $5,000.

Schooner Cornwell, 148 tons, wrecked on East Sister, $18,000.

Schooner Flight, 249 tons, wrecked in the Straits, $16,000.

Schooner Fancy, 143 tons, wrecked on Lake Michigan, $3,000.

Schooner International, 389 tons, wrecked on Lake Ontario, $10,000.

Schooner Heligoland, 84 tons, wrecked at Muskegon, $5,000.

Schooner Mary, 94 tons, wrecked at same place, $2,500.

Schooner Fortier, 167 tons, wrecked at same place, $3,009.

Schooner Lilly Danay, 120 tons, wrecked at Kincardine, $8,000.

Tug P. F. Barton, 40 tons, burned on the St. Clair river, $6,000.

Tug F. Spafford, 35 tons, exploded at Chicago, $8,000.

Tug Monitor, 40 tons, burned at Muskegon, $8,000.

Tug Pilot, 77 tons, burned at Algonac, $4,000.

Total tonnage of vessels, 9,181; total valuation, $530,500.

There were 421 disasters during the season on all the lakes and rivers, distributed as follows: Lake Michigan, 107; Lake Huron, including Georgian Bay, the Straits, and St. Clair river, 98; Lake Superior, 12; Lake Erie, including Detroit river and the Welland canal, 134; Lake St. Clair, 22; Lake Ontario, 48. The total losses on hull and cargo were not estimated, though netting upward of $1,300,000.

Valuable for future reference we append the following names of deceased sailor men during the year 1865, from various causes, among whom were several well known pioneers:

Captain Augustus Walker, for many years a prominent steamboat owner and master, died at Buffalo, aged 65 years.

Captain Wm. Dickson, for nearly half a century a lake mariner, and popularly known, died at Buffalo, aged 65 years.

Captain Francis P. Billings, master of numerous sail craft, and later, harbor master, at Buffalo, aged 55 years.

Captain Nelson Blend, drowned from the schooner Whip at St. Joseph, Lake Michigan, aged about 47 years.

Captain Aaron Root, a pioneer lake man, commanding several steamers and vessels' died at Black River, aged 74 years.

Captain James Shook, also a pioneer lake man, died at Huron, aged 58 years.

Captain W. H. Thorpe died of smallpox at Buffalo.

Captain Wm. Davenport, steamboat man, died at Erie, aged 63 years.

Robert Miller, seaman, drowned from schooner White Squall in Buffalo creek; resided in Chicago.

W. J. Tallmage, mate, drowned from the tug G. W. Wood; resided in Rochester, N.Y.

Smith Jacobs, a sailor all his life, drowned from schooner Homeward Bound, off Port Burwell.

George E. Tripp, killed by explosion of the tug Success in Chicago harbor; also, James Walsh, engineer, and Thomas McCarthy, fireman.

John Roe, seaman, drowned from schooner Harry Hager at Bar Point during a collision with another vessel.

William Elliot, killed by the explosion of tug Fanny White at Bay City.

Joshua Stanley, fatally scalded on board the steamer Union Express at Windsor.

Alex McEwen, killed by the explosion of tug Spafford at Chicago.

Charles McConnell, drowned from a sloop at Chicago.

Wm. Walters, colored, died suddenly on the propeller Idaho at Detroit.

Wm. Russell, boatswain, was drowned from the revenue steamer Commodore Perry while at the guns in Lake St. Clair.

Isaac Newton, drowned from the schooner Monarch in the St. Clair river.

One hundred lives, it was estimated, went down with the propeller Pewabic, sunk by propeller Meteor in Lake Huron.

An unknown sailor on schooner J. Cochrane, was accidentally killed at East Saginaw by being jammed between a steamer and the dock.

Wilford Mumford, was drowned from a ferry at Detroit.

Thomas Glennon, drowned from propeller Elmira at Buffalo.

Stanley Burlay was killed by fall from aloft on the schooner Star of Hope in Lake Erie.

Albert Lees, mate, was drowned from the schooner Ardent in Lake Michigan.

C. Fletcher, found drowned in Lake St. Clair.

An unknown, drowned from the schooner N. P. Goodell near Buffalo.

Joseph Flenwood was fatally injured on schooner Frontier City, Chicago.

Abram Anderson, drowned from schooner Odin at Muskegon.

Mrs. O'Neil, Mrs. and Miss Aubrey were drowned from propeller Buckeye, Lake Ontario.

James Bulver was drowned from tug Star in Saginaw Bay.

—— Lewis, a sailor, was drowned from Maid of the Mist in Saginaw Bay.

H. C. Johnson suicided on schooner Mary B. Hale on Lake Huron.

Captain and three seamen, drowned from schooner Garibaldi in Georgian Bay.

Samuel Young, drowned from schooner Falconer in Lake Michigan.

G. W. Ford and Samuel Pierson, drowned from scow Wakeup on Lake Erie.

Three seamen named respectively Dunlap, Nelson and May, were drowned from the schooner Jason Parker, also, two unknown, from schooner Swallow in Lake Erie.

Francis Scott and David Broderick were drowned from schooner Ellen Newcombe in Lake Ontario.

——Polly, mate, and—— Cullodon, wheelman, from propeller Brockville which foundered in Lake Michigan.

Captain McAauley, was drowned while going ashore in a small boat from steamer Bonnie Maggie on Lake Huron.

Edward Postel, A. Michaelowski and Mrs. J. Wright were drowned from a boat in Saginaw Bay.

Joseph Silvoy and Thomas Williams were drowned from schooner Midnight while furling flying jib, in Lake Michigan.

Captain George McKenzie, Henry Williams, J. Hagarty and John Moore, lost with schooner Fortier in Lake Michigan.

Geo. M. Hawes, watchman, suicided by jumping overboard from propeller New York in Lake Erie.

Angus Henderson was drowned from tug Red Erie in Lake Huron.

Captain John Collatan died at Chicago.

Lewis P. Apostoque, drowned from the schooner Transport, Lake Huron.

The above makes a total of 167 deaths, beside 6 whose names were unknown.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, April 12. 1886.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended April 10, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Tonnage. Net.	Home Port.
			SAIL VESSELS.			
106,406	.....	Sc.	Annie,	26.59	25.27	San Francisco, Cal.
126,342	.....	Sl.	C. M. Howell,	14.34	13.62	Dividing Creek, N. J.
126,343	.....	Sl.	C. and H. Elmer,	11.39	10.82	Fairton, N. J.
135,875	.....	Sl.	Edna,	8.50	8.08	Mystic, Conn.
95,874	K D H M	Sc.	Henry S. Woodruff,	220.64	209.61	Lamoine, Me.
110,092	.....	Sc.	Santa Maria,	8.01	7.61	New Orleans, La.
			STEAM VESSELS.			
135,866	.....	St. s,	Electric,	33.02	16.51	Astoria, Oregon.
91,829	.....	St. p.	Musser,	163.63	163.63	Burlington, Iowa.
91,830	.....	St. p.	Michigan,	29.29	14.65	Astoria, Oregon.

John McGregor & Son have in process of construction two of the largest boilers ever constructed at their works in Detroit, which are intended for the steamer Greyhound nee Northwest. Length, 12 feet by 15½ in diameter, and known as Scotch boilers. A sufficient force of men are employed for their completion as soon as required.

GLOBE SHIPBUILDING CO.,

Build Iron & Steel Boats of Every Description,

Builders of Iron Steamers Onoko, Wm. Chisholm, J. H Devereux, Passenger Steamer Darius Cole, Steamyacht Twilight, Iron Tugs International and Record.

OFFICE AND WORKS, OLD RIVER ST., CLEVELAND, O.

ST. MARY'S, OHIO. MONTPELIER, OHIO. } OAR MILLS. NEPTUNE ANCHOR WORKS.

DE GRAUW, AYMAR & CO.,

MANUFACTURERS AND IMPORTERS OF

CORDAGE, OAKUM, WIRE ROPE,

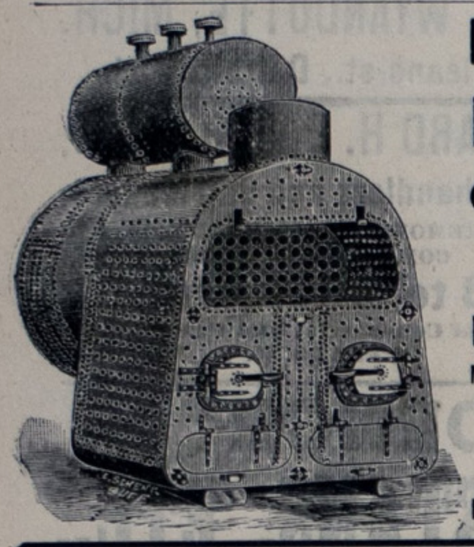
Chains, Anchors, Oars, Blocks,

RUSSIA BOLT-ROPE,

Flags, Buntings, Cotton and Flax Ducks,

MARINE HARDWARE, SHIP CHANDLERS' GOODS GENERALLY.

34 and 35 South-st, New York.



EAGLE BOILER WORKS,

M. RITER, Prop'r,

Cor. Indiana & Mary St.,

BUFFALO, N. Y.

MANUFACTURER OF

High and Low Pressure

Marine, Stationary, Portable, Locomotive and Upright Boilers; also, Salt Pans, Smoke Pipes and Heavy and Light Plate Iron Work of all Descriptions.

REPAIRS PROMPTLY ATTENDED TO.

CRESCENT SHIP GREASE

Is especially prepared for MARINE use. It is far superior to tallow for slushing down spars, and can be applied without heating; gives them a fine, glossy appearance; is better than oil for lubricating Windlasses, Steering-gear, etc.

For Sale by Ship-chandlers Generally.

Manufactured by CRESCENT MANUFACTURING CO., 3 and 5 Michigan St., Cleveland, O.

COAL YOUR BOATS

AT

O. W. SHIPMAN'S

DOCK.

Quickest Despatch, Best Coal, Bottom Prices!

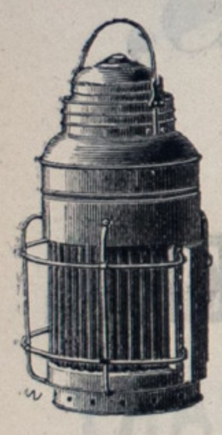
Dock---Adjoining S. F. Hodge's Iron Works,

DETROIT, MICH.

SIGNAL LAMPS

For Steamers and Sailing Vessels.

PATENT FLUTED LENS AND PERFECT COLORS.



GET THE BEST AND AVOID COLLISIONS.

These Lamps give a more brillant light than any Signal Lamp now in use.

They have been adopted by the principal Ocean and Lake Steamers

Over Ten Thousand Now in Use.

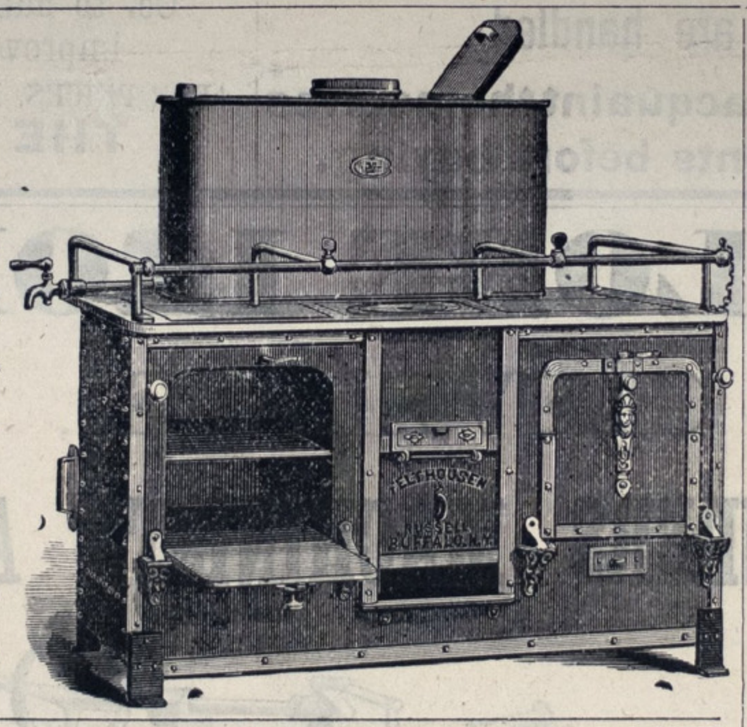
WE ALSO MANUFACTURE THE CELEBRATED

French Wrought Iron Ranges and Broilers of all Sizes for Steamers and Hotels.

Steamboat Copper, Tin, and Sheet Iron Workers.

FELTHOUSEN & RUSSELL,

139 & 141 MAIN ST., BUFFALO, N. Y.



HOWARD H. BAKER & CO.,

Ship Chandlers and Sail Makers,

HAVE REMOVED TO THEIR NEW AND COMMODIOUS STORE,

18 to 26 Terrace,

Corner of Commercial and Pearl Streets'

BUFFALO, N. Y.

D. S. AUSTIN. EMMET AUSTIN.

D.S. AUSTIN & CO.

Ship Chandlers & Sail Makers.

WHOLESALE AND RETAIL DEALERS IN

Cotton Duck, Cordage, Wire Rigging, Oakum, Pitch, Tar, Paints, Oils, Etc.

Vessels' and Steamers' Complete Outfits Furnished on Short Notice.

FOOT OF WASHINGTON STREET, BUFFALO, N. Y.

ROBERT E. HILLS,

57 & 59 North Wells St., Chicago, Ill.
Telephone 3321.

STEAM FITTING AND HEATING,

Wrought Iron Pipe & Fittings.

ENGINEER'S SUPPLIES.

General Jobbing Work Done Promptly.

Also, Proprietor of North Side Brass Works.

GEORGE SAAL'S SON.

Copper-smithing of all Kinds.

VESSEL WORK A SPECIALTY.

403 and 405 Detroit-st., corner Duane-st.,
Telephone 1638. CLEVELAND, O.

CAPT. GEO. A. SIMPSON,

Compass Adjuster,

COMPASSES, BAROMETERS, PATENT LOGS AND MARINE GLASSES REPAIRED,

Schooners can have their Compasses Adjusted for Local Attraction at the time of repairs by stating how much they are out on East or West Courses, and which way it leads, North or South of above Courses.

161 River St., Cleveland, O.

SAMUEL F. HODGE & CO.,

MANUFACTURERS OF

MARINE,

Stationary & Portable Engines,

MINING MACHINERY AND

PROPELLER WHEELS,

Riverside Iron Works, 314 to 326 Atwater Street,

DETROIT, MICH.

RUELLE & CO'S TUG LINE.

TUGS:

J. L. MINER, C. D. McKINNON, QUICKSTEP.

RIVER AND HARBOR TOWING,

STEAM PUMPS AND LIGHTERS.

WRECKING A SPECIALTY.

UP RIVER OFFICE, Belle Isle Ice Co.'s Dock, Telephone No. 199—3 rings

DOWN TOWN OFFICE, J. W. Westcott's foot of Woodward Ave. Telephone No. 55.

DETROIT.

WARD & JACKSON,

SHIPSMITHS.

All Kind of Forgings, Bolts and Truss Rods for Building.

49 Main-st Cleveland

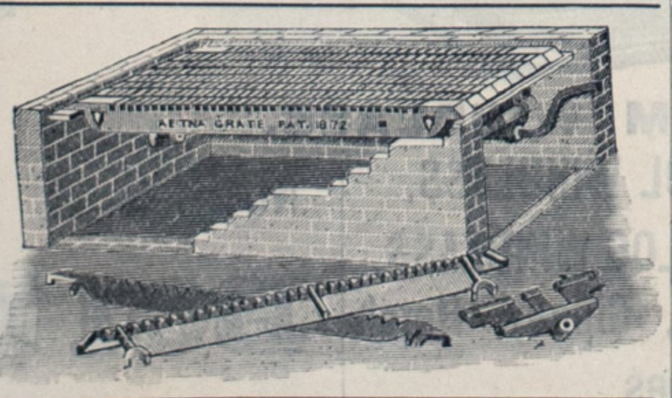
THE ÆTNA GRATE.

G. C. BARNES, Agt.

This Improved Shaking Grate Especially Adapted to Burning Slack.

Globe Iron Works, Manufac's.,

Office and Foundry, corner of Elm and Spruce-sts., CLEVELAND, O.



J. C. GOSS,

[SUCCESSOR TO ED MAYES.]

Sail Maker and Rigger,

16 Woodward ave., Detroit, Mich.

OVER H. D. EDWARDS & CO.

First class accommodation for storing vessel outfits Fire proof building. Contractor for covering boilers.

A GIFT Send 10 cents postage, and we will mail you *free* a royal, valuable sample box of goods that will put you in the way of making *more money* at once than anything else in America. Both sexes of all ages can live at home and work in spare time, or all the time. Capital not required. We will start you. Immense pay sure for those who start at once. STINSON & Co., Portland, Maine.

Established in 1859.

HENRY LEOPOLD.

Manufacturer and Dealer in all kinds of fine and plain

FURNITURE & UPHOLSTERY,

And Manufacturer of Counters, Shelving, Bank and Bar-room Fixtures.

Mattrasses and Vessel Furniture

A SPECIALTY.

Warerooms 798 and 800 Lorain-st., near Fulton. Factory 10 Willet-st.

CLEVELAND, OHIO.

FOR SALE,

AT

THE GLOBE IRON WORKS.

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

A1 TUG FOR SALE.

This tug is 52 feet over all, 13 feet 3 inches beam, and 6 feet 6 inches depth of hold. Engine, 13x14; steel boiler 4 feet 6 inches diameter by 9 feet long. The hull was built by Geo. H. Notier, Buffalo, and is an excellent model and well built. The tug is nearly new, having done only five month's work since she came out new last summer. She has a poop deck and finished cabin fore and aft, and classes A1. Price, $4,500. Address MARINE RECORD OFFICE.

AMERICAN

SHIP WINDLASS COMPANY,

PROVIDENCE, R. I.

Established in 1857.

SOLE BUILDERS OF THE CELEBRATED

"PROVIDENCE"

WINDLASSES AND CAPSTANS.

ATTENTION

IS CALLED TO THE

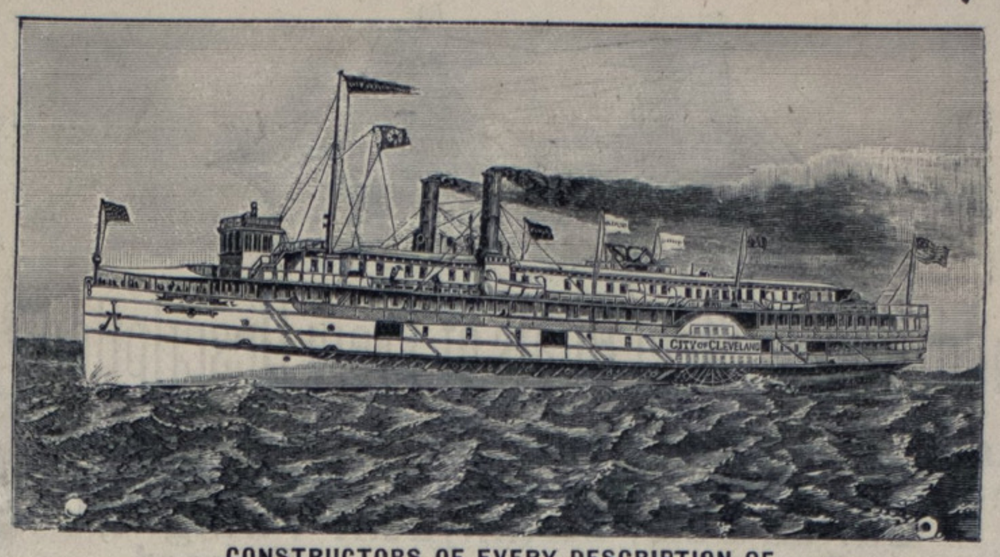
GREAT IMPROVEMENTS

In Windlasses made within the past three months.

These Improvements apply to windlasses of all kinds, for Steamships, Sailing Vessels, Yachts, and wherever Chains, Hemp or Wire Hawsers are handled.

The Public requested to acquaint themselves with these Improvements before buying.

DETROIT DRY DOCK CO.,



CONSTRUCTORS OF EVERY DESCRIPTION OF

Steel, Iron, Composite, and Wooden Ships.

IRON SHIP BUILDING WORKS AT WYANDOTTE, MICH.

Dry Docks and Repair Yard, ft. of Orleans-st., Detroit, Mich,

M. T. COUGHLIN,

MANUFACTURER OF AND DEALER IN

Oils & Engineers' Supplies

AND

COUGHLIN'S CHALLENGE COMPOUND,

TO REMOVE AND PREVENF INCRUSTHTION IN STEAM B ILERS, WHICH IT IS GUARANTEED TO DO.

49 North Market-st., Chicago.

HOWARD H. BAKER & CO.,

Ship Chandlers and Sail Makers,

HAVE REMOVED TO THEIR NEW AND COMMODIOUS STORE,

18 to 26 Terrace,

Corner of Commercial and Pearl Streets

BUFFALO, N. Y.

"THE PROVIDENCE"

WINDLASSES, CAPSTANS, ETC.,

IN CANADA.

THE WINDSOR FOUNDRY Co

Have made arrangements with the American Ship Windlass Co. to build their Celebrated Machinery, with latest improvements for use on Ship-board for Canada.

FOR PRICES, PLANS AND ALL OTHER IAFORMATION APPLY TO

THE WINDSOR FOUNDRY CO.,

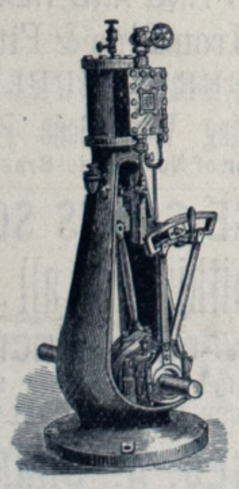
WINDSOR, HANTS COUNTY, NOVA SCOTIA.

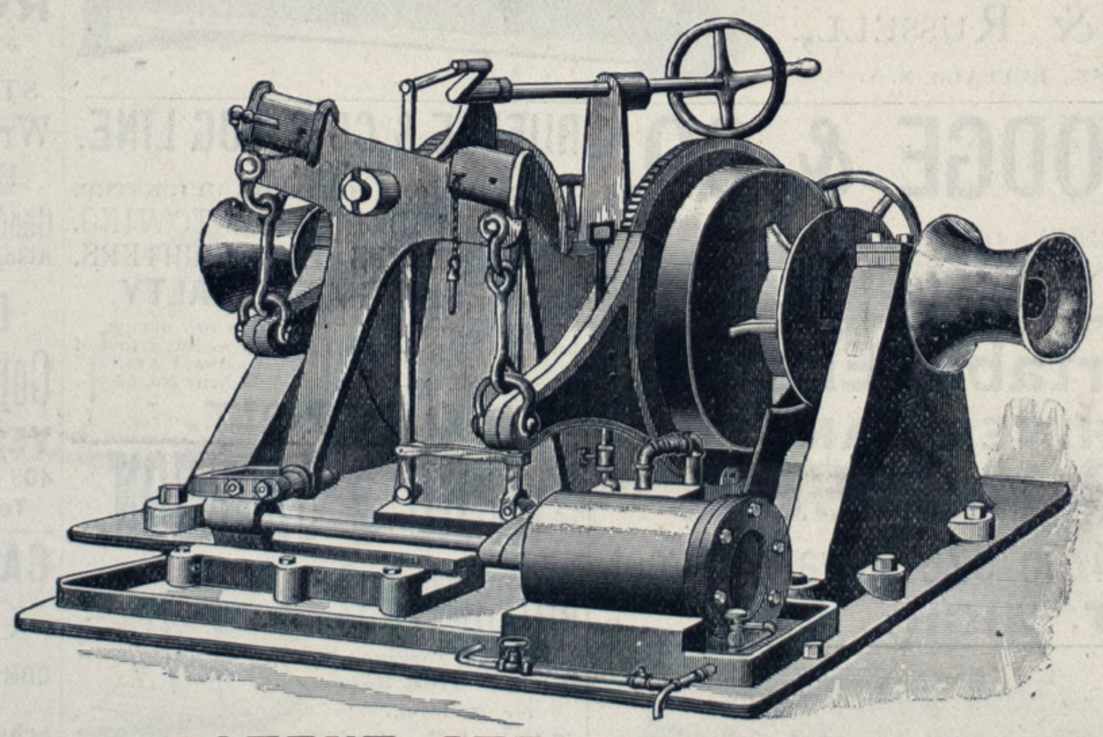
THE GLOBE IRON WORKS,

CLEVELAND, OHIO.

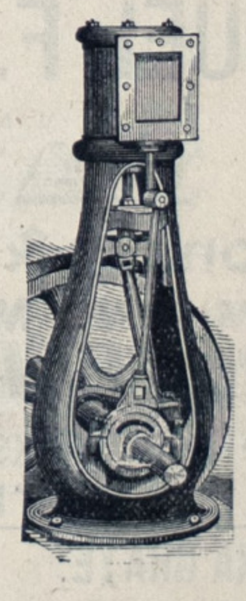
GENERAL FOUNDERS MACHINISTS AND BOILER - MAKERS.

MARINE.





STATIONARY



PATENT STEAM WINDLASS.

High Pressure,
Low Pressure,
Condensing,
Compound

MARINE AND STATIONARY ENGINES.

HAND AND SPOOL WINDLASS,

AMAZEEN BEAM LOG WINDLASS,

Centerboard, Mast, Gipsey, Hatch Winches,

Water Seal Stove Pipes, Chocks, Coal Scuttles, Hawse Pipes Cleats.

MARINE & STATIONARY

BOILERS,

SMOKE STACKS,

General Plate and Sheet Iron Work.

ENGINES FROM FOUR TO FORTY H. P. KEPT ON HAND.